

Appendix I: Mitigation

APPENDIX I: MITIGATION

CONEY ISLAND REZONING

Final Environmental Impact Statement

Appendix I: Mitigation – Tables

CONEY ISLAND REZONING FEIS

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**TABLE I-1
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY AM**

INTERSECTION & APPROACH			No Build			Build			Mitigation			Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay		LOS	
1 SURF AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LR	0.26	26.1	C	LR	0.26	26.1	C	LR	0.26	26.2	C	- Mitigation not required for all time periods.
Surf Avenue	EB	T	0.31	9.7	A	T	0.31	9.8	A	T	0.31	9.3	A	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	T	0.34	10.1	B	T	0.35	10.2	B	T	0.35	9.7	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	-	0.32	11.4	B	-	0.32	11.4	B	-	0.32	11.0	B	
2 SURF AVENUE AND WEST 29TH STREET														
West 29th Street	NB	LR	0.25	26.6	C	LR	0.25	26.6	C	LR	0.25	26.7	C	- Mitigation not required for all time periods.
Surf Avenue	SB	LTR	0.68	37.9	D	LTR	0.68	37.9	D	LTR	0.69	38.1	D	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	EB	TR	0.35	10.2	B	TR	0.36	10.2	B	TR	0.35	9.8	A	
	WB	LT	0.36	10.3	B	LT	0.37	10.4	B	LT	0.37	9.9	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	-	0.47	15.8	B	-	0.47	15.8	B	-	0.47	15.4	B	
3 SURF AVENUE AND WEST 28TH STREET														
West 28th Street	NB	LR	0.06	23.7	C	LR	0.06	23.7	C	LR	0.06	23.7	C	- Mitigation not required for all time periods.
Surf Avenue	SB	LTR	0.27	26.3	C	LTR	0.27	26.3	C	LTR	0.27	26.4	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	EB	TR	0.39	10.5	B	TR	0.39	10.6	B	TR	0.39	10.1	B	
	WB	LT	0.35	10.2	B	LT	0.36	10.3	B	LT	0.36	9.8	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	-	0.35	11.9	B	-	0.35	11.9	B	-	0.35	11.5	B	
4 SURF AVENUE AND WEST 25TH STREET														
West 25th Street	NB	LR	0.20	25.7	C	LR	0.20	25.7	C	LR	0.20	25.8	C	- Mitigation not required for all time periods.
Surf Avenue	SB	LTR	0.34	27.3	C	LTR	0.34	27.3	C	LTR	0.34	27.5	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	EB	TR	0.38	10.3	B	TR	0.38	10.4	B	TR	0.38	9.9	A	
	WB	LT	0.40	10.8	B	LT	0.41	10.9	B	LT	0.41	10.4	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	-	0.38	12.8	B	-	0.39	12.9	B	-	0.38	12.5	B	
5 SURF AVENUE AND WEST 24TH STREET														
West 24th Street	NB	LTR	0.25	22.9	C	LTR	0.25	22.9	C	LTR	0.30	27.1	C	- Mitigation not required for all time periods.
Surf Avenue	EB	LTR	0.63	16.9	B	LTR	0.64	17.2	B	LTR	0.57	12.7	B	- Modify existing signal timing from 48.6 s green for EB/WB phase and 30.6 s green for NB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
	WB	LTR	0.48	14.1	B	LTR	0.50	14.3	B	LTR	0.44	10.7	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	-	0.48	16.1	B	-	0.49	16.3	B	-	0.48	12.8	B	
6 SURF AVENUE AND WEST 23RD STREET														
West 23rd Street	SB	LTR	0.24	22.4	C	LTR	0.24	22.4	C	LTR	0.29	26.8	C	- Mitigation not required for all time periods.
Surf Avenue	EB	TR	0.49	13.8	B	TR	0.50	13.9	B	TR	0.45	10.7	B	- Modify existing signal timing from 49 s green for EB/WB phase and 31 s green for SB phase (3 s amber, 2 s all red) to 54 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	LT	0.51	14.3	B	LT	0.52	14.5	B	LT	0.47	11.1	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	-	0.41	14.7	B	-	0.41	14.8	B	-	0.41	12.1	B	

**TABLE I-1
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON *WEEKDAY AM***

INTERSECTION & APPROACH			No Build		LOS			Build		LOS			Mitigation		Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS		
7 SURF AVENUE AND WEST 21ST STREET																
West 21st Street	NB	LR	0.11	28.9	C	-	-	-	-	-	-	-	-	-	-	- Mitigation not required for the weekday AM peak period.
	SB	LTR	0.52	37.4	D	LTR	0.63	41.4	D	LTR	0.54	34.2	C	-	-	- Restripe EB approach from one 14-ft. lane, one 10-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 12-ft. lanes and one 5-ft. bike lane with parking. Restripe WB receiving side
Surf Avenue	EB	TR	0.41	7.8	A	TR	0.43	8.0	A	TR	0.57	18.0	B	-	-	from one 10-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11.5-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking.
	WB	LT	0.48	8.7	A	LT	0.62	10.9	B	LT	0.69	14.3	B	-	-	Restripe WB approach from one 10-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11.5-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking.
Overall Intersection	-	-	0.49	11.3	B	-	0.62	12.8	B	-	0.63	18.0	B	-	-	Restripe SB approach from one 30-ft. lane with parking on both sides to one 20-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday PM peak periods and allow parking for all other time periods.
																- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 44 s green for EB/WB phase, and 24 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
																- [Measures reflect improvements needed for the weekday midday and PM, and Saturday midday and PM peak periods; otherwise mitigation is not needed.]
8 SURF AVENUE AND WEST 20TH STREET																
						(UNSIGNALIZED INTERSECTION)										
West 20th Street	NB	-	-	-	-	LTR	-	120.0+	F*	LTR	0.71	35.4	D	-	-	- Shift centerline along the EB approach 1-ft. north. Restripe EB approach from one 10-ft. lane, one 11.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane,
Surf Avenue	EB	LT	-	10.8	B	LT	-	11.4	B	LTR	0.62	16.0	B	-	-	one 11.5-ft. lane and one 5-ft. bike lane with 8-ft. parking. Restripe WB receiving side from one 10.5-ft. lane, one 12.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane,
	WB	-	-	-	-	LT	-	10.2	B	LT	0.52	14.2	B	-	-	one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking.
										R	0.16	10.6	B	-	-	Shift centerline along the WB approach 1-ft. south. Restripe WB approach from one 9.5-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 12-ft. lane,
Overall Intersection	-	-	0.3	A	-	-	120.0+	F*	-	0.65	17.5	B	-	-	-	one 12-ft. lane with "share the road" bike provisions and one 13-ft. right-turn lane. Restripe EB receiving side from one 9.5-ft. lane, one 15.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 12-ft. lane and one 25-ft. lane with "share the road" bike provisions and parking.
																- Install "No Standing Anytime" regulations along the north side of the westbound Surf Avenue approach for the entire block (250 ft.) to allow for three moving lanes at the approach.
																- Install a traffic signal with a 90-second cycle length and two phases. [EB/WB green time 49s; NB/SB green time is 31 s; all phases have a 3 s amber and 2 s of all red time.]
9 SURF AVENUE AND WEST 19TH STREET																
West 19th Street	NB	L	0.04	23.2	C	LR	0.85	53.3	D	L	0.05	22.0	C	-	-	- Stripe a 6-ft. wide hatched median along the EB approach tapered back to the centerline 250-ft. from the intersection.
		R	0.31	26.9	C	-	-	-	-	R	0.68	35.9	D	-	-	- Restripe EB approach from one 9-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking.
Surf Avenue	SB	LTR	0.49	31.1	C	LTR	0.69	38.7	D	LTR	0.68	37.3	D	-	-	Restripe WB receiving side from one 10-ft. lane, one 11-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane, one 11-ft. lane with "share the road" bike provisions and one 10-ft. lane.
	EB	TR	0.47	11.4	B	TR	0.57	12.9	B	TR	0.78	26.2	C	-	-	Restripe WB approach from one 11.5-ft. left-turn lane, one 9-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to one 10-ft. left-turn lane, one 10-ft. lane, one 11.5-ft.
	WB	L	0.33	12.0	B	L	0.45	15.7	B	L	0.44	16.2	B	-	-	lane with "share the road" bike provisions and one 10-ft. lane. Restripe EB receiving side from one 9-ft. lane and one 22-ft. shared bike lane with parking to one 10-ft. lane, one 11-ft.
	T	0.41	10.7	B	T	0.48	11.6	B	T	0.33	10.3	B	-	-	lane with "share the road" bike provisions, and one 10-ft. lane.	
Overall Intersection	-	0.48	14.2	B	-	0.67	20.1	C	-	0.76	22.5	C	-	-	-	Shift centerline along NB approach 1-ft. west. Restripe NB approach from one 11-ft. lane with 8-ft. parking to one 10-ft. lane and one 10-ft. lane which would serve as a travel lane only for the weekday AM, and Saturday midday and PM peak periods and allow parking for all other time periods.
																Restripe SB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday and PM peak periods and allow parking for all other time periods.
																- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.
																- Install "No Standing 7 AM - 10 AM Mon-Fri, 11 AM - 7 PM Saturday" regulations along the east side of the NB approach 250 ft from the stop bar to allow for two moving lanes at the approach.
																- Modify existing signal phasing and timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 40 s green for EB/WB phase, and 28 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
10 SURF AVENUE AND WEST 17TH STREET																
West 17th Street	SB	L	0.19	28.3	C	L	0.40	31.8	C	L	0.41	32.6	C	-	-	- Eliminate the 11-ft. wide hatched median on the WB receiving side and restripe as a WB receiving travel lane. Restripe EB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 11-ft. left-turn lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane and
		R	0.90	65.1	E	R	1.20+	120.0+	F*	R	0.65	25.4	C	-	-	-
Surf Avenue	EB	DefL	0.72	21.2	C	DefL	1.20+	120.0+	F*	L	0.95	37.8	D	-	-	Shift centerline along the WB approach 5-ft. south. Restripe WB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 10-ft. lanes, one 12-ft. lane with
	T	0.56	11.4	B	T	0.68	14.0	B	T	0.34	7.4	A	-	-	-	"share the road" bike provisions, and one 11-ft. lane. Restripe EB receiving from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with
	WB	TR	0.32	7.8	A	TR	0.46	9.3	A	TR	0.32	16.6	B	-	-	"share the road" bike provisions, and one 10-ft. lane.
Overall Intersection	-	0.77	20.8	C	-	1.20+	86.1	F	-	0.78	20.5	C	-	-	-	Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (210 ft.) to allow for three moving lanes at the approach.
																Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach.
																Install signage along WB approach on Surf Avenue to inform motorists of the left-turn lane in the receiving side of the upstream intersection with West 19th Street.
																Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 14 s green for new EB lead/SB right-turn phase, 40 s green for EB/WB phase, and 21 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
11 SURF AVENUE AND WEST 16TH STREET																
West 16th Street	NB	LR	0.03	26.3	C	-	-	-	-	-	-	-	-	-	-	- Shift centerline along the EB approach 6-ft. south. Restripe EB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with
	SB	LTR	0.28	30.0	C	LTR	0.84	57.5	E	LTR	0.73	41.8	D	-	-	"share the road" bike provisions and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 10-ft. lanes, one 12-ft.
Surf Avenue	EB	TR	0.35	8.0	A	TR	0.47	9.2	A	TR	0.49	19.9	B	-	-	lane with "share the road" bike provisions, and one 11-ft. lane.
	WB	LT	0.30	7.6	A	LT	0.46	9.2	A	LT	0.38	9.9	A	-	-	Shift centerline along the WB approach 6-ft. south. Restripe WB approach from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Restripe EB receiving side from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft.
Overall Intersection	-	0.33	9.6	A	-	0.57	15.9	B	-	0.65	19.0	B	-	-	-	lane with "share the road" bike provisions and one 10-ft. lane.
																Restripe SB approach from one 31-ft. lane with parking on both sides to one 21-ft. lane with parking on west curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday and PM peak periods and allow parking for all other time periods.
																Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (240 ft.) to allow for three moving lanes at the approach.
																Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 11 s green for a new WB lead phase, 38 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red.

**TABLE I-1
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON *WEEKDAY AM***

INTERSECTION & APPROACH			No Build			Build				Mitigation				Mitigation Measures
	Mvt.		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
12 SURF AVENUE AND WEST 15TH STREET														
West 15th Street	NB	LTR	0.16	29.3	C	LT	0.38	34.7	C	LT	0.28	27.1	C	- Mitigation not required for weekday AM and midday peak periods.
			-	-	-	R	0.13	30.3	C	R	0.09	24.5	C	- Shift the centerline along the EB approach 5-ft. to the north. Restripe EB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. left turn lane,
Surf Avenue	EB	LTR	0.43	8.1	A	LT	0.59	10.3	B	L	0.30	11.9	B	one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft
			-	-	-	-	-	-	-	T	0.31	9.2	A	parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM
	WB	LTR	0.41	7.9	A	TR	0.47	8.5	A	TR	0.70	22.4	C	peak periods and allow parking for all other time periods. Provide a 11-ft. wide hatched median along the receiving side of the WB approach.
Overall Intersection	-		0.36	8.8	A	-	0.54	10.9	B	-	0.56	16.3	B	- Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Restripe EB receiving side from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach.
														- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach.
														- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 42 s green for EB/WB phase, and 26 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
														- [Measures reflect improvements needed for the weekday PM, and Saturday midday and PM peak periods; otherwise mitigation is not needed.]
13 SURF AVENUE AND STILLWELL AVENUE														
Stillwell Avenue	NB	LTR	0.14	29.2	C	LTR	0.16	29.5	C	LTR	0.10	21.8	C	- Restripe EB approach from one 10-ft. left-turn lane, one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft.
	SB	LTR	0.62	36.8	D	LTR	0.84	49.2	D	LTR	0.52	27.3	C	lane with "share the road" bike provisions, and one 10-ft. right-turn lane. Restripe WB receiving side from one 10-ft. lane, one 21-ft. lane with "share the road" bike provisions and parking
Surf Avenue	EB	L	0.40	10.3	B	L	0.65	20.1	C	L	0.64	22.1	C	to one 10-ft. lane and one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for weekday PM, and Saturday midday and PM peak
		TR	0.28	6.7	A	TR	0.35	7.3	A	T	0.39	11.5	B	periods and allow parking for all other time periods.
			-	-	-	-	-	-	-	R	0.02	8.6	A	- Restripe WB approach from one 11-ft. left-turn lane, one 10-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. lane
	WB	L	0.02	5.4	A	L	0.03	5.4	A	L	0.04	15.0	B	with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other
		TR	0.33	7.1	A	TR	0.43	8.1	A	TR	0.68	24.2	C	time periods.
Overall Intersection	-		0.46	13.2	B	-	0.69	16.3	B	-	0.65	20.0	C	- Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving side.
														- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach.
														- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
14 SURF AVENUE AND WEST 12TH STREET														
West 12th Street	NB	LTR	0.34	33.3	C	-	-	-	-	-	-	-	-	- Mitigation not required for weekday AM, midday and PM, and Saturday midday peak periods.
	SB	LTR	0.41	33.0	C	LTR	0.34	31.0	C	LTR	0.25	23.6	C	- Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane and one 12-ft. lane with "share the road" bike provisions,
Surf Avenue	EB	LTR	0.36	8.2	A	LTR	0.45	9.1	A	LTR	0.51	13.1	B	and one 10-ft. lane which would serve as a travel lane only for the Saturday PM peak period and allow for parking for all other time periods.
	WB	LTR	0.31	7.8	A	LTR	0.40	8.5	A	LTR	0.47	12.5	B	- Modify existing signal timing from 57.6 s green for EB/WB phase and 21.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 51 s green for EB/WB phase, and 29 s green time
Overall Intersection	-		0.38	11.5	B	-	0.42	10.5	B	-	0.42	13.7	B	for NB phase, each phase has a 3 s amber and 2 s all red.
														- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
15 SURF AVENUE AND WEST 8TH STREET														
West 8th Street	NB	LTR	0.10	20.6	C	LTR	0.32	23.6	C	LTR	0.21	22.7	C	- Mitigation not required for weekday AM peak period.
	SB	L	0.45	26.3	C	L	0.52	28.6	C	L	0.54	30.6	C	- Shift the centerline along the NB approach 6-ft. to the west. Restripe NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe SB receiving side from one 13-ft. lane and one
		TR	0.23	21.8	C	TR	0.33	22.9	C	TR	0.35	24.2	C	16-ft. lane to one 11-ft. lane and one 10-ft. lane.
Surf Avenue	EB	L	0.33	13.8	B	L	0.51	18.5	B	L	0.47	14.5	B	- Modify existing signal phasing and timing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB/WB left-turn
		TR	0.34	12.3	B	TR	0.44	13.4	B	TR	0.55	20.7	C	lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	WB	L	0.04	9.9	A	L	0.15	11.3	B	L	0.14	10.3	B	- [Measures reflect improvements needed for the weekday midday and PM, and Saturday midday and PM peak periods; otherwise mitigation is not needed.]
		TR	0.36	12.6	B	TR	0.40	13.0	B	TR	0.50	20.0	C	
Overall Intersection	-		0.40	15.3	B	-	0.52	16.9	B	-	0.59	21.1	C	

**TABLE I-1
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY AM**

INTERSECTION & APPROACH			No Build			Build			Mitigation			Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay		LOS	
16 MERMAID AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LTR	0.34	17.2	B	LTR	0.34	17.2	B				- Mitigation not required for all time periods.	
Mermaid Avenue	EB	TR	0.50	11.3	B	TR	0.51	11.5	B					
	WB	LT	0.38	9.7	A	LT	0.39	9.9	A					
Overall Intersection	-	0.44	11.9	B	-	0.45	12.0	B						
17 MERMAID AVENUE AND WEST 29TH STREET														
Mermaid Avenue	EB	LTR	0.63	14.1	B	LTR	0.64	14.4	B				- Mitigation not required for all time periods.	
	WB	LTR	0.59	13.7	B	LTR	0.60	13.9	B					
Overall Intersection	-	0.62	13.9	B	-	0.64	14.2	B						
18 MERMAID AVENUE AND WEST 20TH STREET														
West 20th Street	NB	LTR	0.38	18.8	B	LTR	0.96	57.2	E	LT	0.68	24.4	C	- Restripe NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane.
	-	-	-	-	-	-	-	-	-	R	0.25	15.8	B	- Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach.
Mermaid Avenue	EB	LT	0.65	14.1	B	LT	0.65	14.3	B	LT	0.70	16.9	B	- Modify signal timing from 31 s green for the EB/WB phase and 19 s green for the NB phase (3 s amber and 2 s all red) to 29 s green for the EB/WB phase and 21 s for NB phase;
	WB	TR	0.45	10.9	B	TR	0.45	11.0	B	TR	0.48	12.7	B	each phase has a 3 s amber and 2 s all red.
Overall Intersection	-	0.55	13.7	B	-	0.77	27.2	C	-	0.69	17.6	B		
19 MERMAID AVENUE AND WEST 19TH STREET														
West 19th Street	SB	LTR	0.37	17.4	B	LTR	0.40	17.9	B				- Mitigation not required for all time periods.	
Mermaid Avenue	EB	TR	0.57	11.8	B	TR	0.60	12.3	B					
	WB	LT	0.44	10.0	B	LT	0.48	10.6	B					
Overall Intersection	-	0.49	12.0	B	-	0.52	12.7	B						
20 MERMAID AVENUE AND WEST 17TH STREET														
West 17th Street	NB	LTR	0.66	18.7	B	LTR	1.15	102.9	F	LTR	1.06	67.9	E	- Partially Mitigated.
	SB	LTR	0.42	12.9	B	LTR	0.62	15.7	B	LTR	0.57	13.3	B	- Restripe EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane.
Mermaid Avenue	EB	LTR	1.00	56.9	E	LTR	1.07	76.9	E	L	0.52	21.0	C	- Restripe WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane.
	-	-	-	-	-	-	-	-	-	TR	0.65	21.1	C	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
	WB	LTR	0.58	16.5	B	LTR	0.61	17.3	B	LT	0.51	17.9	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
	-	-	-	-	-	-	-	-	-	R	0.20	13.9	B	- Install signage along EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection.
Overall Intersection	-	0.83	27.8	C	-	1.11	58.0	E	-	0.88	33.2	C	- Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.	
21 MERMAID AVENUE AND WEST 15TH STREET														
West 15th Street	NB	LTR	0.36	17.3	B	LTR	0.66	24.8	C	LTR	0.55	18.0	B	- Mitigation not required for weekday AM, midday, PM and Saturday midday peak periods.
Mermaid Avenue	EB	LT	0.48	9.8	A	LT	0.48	9.9	A	LT	0.62	15.9	B	- Modify signal timing from 32.4 s green for EB/WB phase and 20.4 s green for NB phase (2.4 s amber, 1.2 s all red) to 26 s green for EB/WB phase and 24 s green time for NB
	WB	TR	0.32	8.6	A	TR	0.32	8.6	A	TR	0.40	13.3	B	phase; each phase has a 3 s amber and 2 s all red.
Overall Intersection	-	0.43	10.9	B	-	0.55	14.3	B	-	0.58	15.8	B	- [Measures reflect improvements needed for the Saturday PM peak period; otherwise mitigation is not needed.]	
22 MERMAID AVENUE AND STILLWELL AVENUE														
Stillwell Avenue	NB	LT	0.61	20.3	C	LT	0.69	23.6	C	LT	0.72	26.3	C	- Mitigation not required for weekday AM and PM, and Saturday midday peak periods.
	SB	LTR	0.35	12.5	B	LTR	0.36	12.6	B	LTR	0.38	13.3	B	- Restripe EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar.
Mermaid Avenue	EB	LTR	0.85	37.0	D	LTR	0.90	44.9	D	LT	0.39	15.1	B	- Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 25 s green for the EB/WB phase and 25 s for
	-	-	-	-	-	-	-	-	-	R	0.64	25.9	C	NB/SB phase; each phase has a 3 s amber and 2 s all red.
	WB	LTR	0.25	13.0	B	LTR	0.25	13.1	B	LTR	0.26	13.8	B	- [Measures reflect improvements needed for the weekday midday and Saturday PM peak periods; otherwise mitigation is not needed.]
Overall Intersection	-	0.73	22.7	C	-	0.80	25.9	C	-	0.68	19.3	B		

**TABLE I-1
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY AM**

INTERSECTION & APPROACH			No Build		LOS			Build		LOS			Mitigation		Mitigation Measures
	Mvt.	V/C	Control Delay	V/C		Control Delay	Mvt.	V/C	Control Delay		Mvt.	V/C	Control Delay	LOS	
23 NEPTUNE AVENUE AND CROPSY AVENUE/WEST 17TH STREET															
Cropsy Avenue/West 17th Street	NB	LTR	0.90	46.7	D	LTR	1.20+	120.0+	F*						- Unmitigatable Impact.
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	0.63	29.0	C	T	0.89	43.0	D						
		R	0.80	20.1	C	R	0.81	20.4	C						
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
	TR		0.34	12.1	B	TR	0.40	12.7	B						
	WB	L	0.26	25.3	C	L	0.42	29.2	C						
	TR		0.98	53.4	D	TR	1.06	76.6	E						
Overall Intersection	-		1.20+	74.8	E	-	1.20+	120.0+	F*						
24 NEPTUNE AVENUE AND STILLWELL AVENUE															
Stillwell Avenue	NB	LTR	0.39	18.3	B	LTR	0.43	18.9	B	LTR	0.47	21.9	C	- Shift centerline along the EB approach 6-ft. north. Restripe EB approach from two 11-ft. lanes, one 5-ft. buffer and one 5-ft. bike lane with 10-ft. parking to one 10 ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer, and one 5-ft. bike lane with 8-ft. parking. Restripe WB receiving side from one 11-ft. lane and one 13-ft. lane with 16-ft. 90 degree parking to one 12-ft. lane and one 14-ft. lane with 8-ft. parallel parking.	
	SB	LTR	0.64	23.4	C	LTR	0.66	24.1	C	LTR	0.73	29.4	C		
Neptune Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	L	1.07	118.9	F		
			-	-	-					TR	0.87	37.7	D		
	WB	LTR	1.04	67.1	E	LTR	1.20+	120.0+	F*	L	0.53	26.1	C		
			-	-	-					TR	0.94	45.5	D		
Overall Intersection	-		1.00	99.2	F	-	1.15	120.0+	F*	-	0.96	42.1	D	- Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 red) to 7 s green for new EB/WB left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.	
25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD															
West 8th Street/Shell Road	NB	L	0.94	86.6	F	L	1.20+	120.0+	F*	L	1.00	100.4	F	- Partially Mitigated. - Restripe EB approach from one 9-ft. hatched median, one 11-ft. lane and one 27-ft. lane to one 10-ft. left-turn lane tapered backed to the centerline 150-ft. from the intersection, one 11-ft. lane and one 26-ft. lane. - Restripe SB approach from one 8-ft. left-turn lane, one 12-ft. lane and one 21-ft. lane with parking to one 10-ft. left-turn lane, one 12-ft. lane and one 19-ft. right-turn lane with parking. - Modify signal timing and phasing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 14 s green for the new EB lead/SB right-turn phase, 33 s green for the EB/WB phase, and 28 s green for the NB/SB phase; each phase has 3 s amber and 2 s all red.	
		TR	0.30	22.6	C	TR	0.38	23.6	C	TR	0.41	25.9	C		
	SB	L	0.47	28.0	C	L	0.53	30.7	C	L	0.56	33.7	C		
		TR	0.78	32.2	C	TR	0.84	35.1	D	T	0.76	36.3	D		
Neptune Avenue			-	-	-					R	0.62	19.0	B		
	EB	DefL	1.03	52.5	D	DefL	1.18	110.6	F	L	0.99	49.7	D		
		TR	0.77	18.5	B	TR	0.96	30.3	C	TR	0.49	11.5	B		
	WB	LTR	0.46	13.6	B	LTR	0.53	14.7	B	LTR	0.80	32.4	C		
Overall Intersection	-		0.99	30.2	C	-	1.20	46.3	D	-	0.99	31.3	C		
26 OCEAN PARKWAY AND NEPTUNE AVENUE															
Ocean Parkway (Main Road)	NB	L	0.29	52.7	D	L	0.29	52.7	D					- Unmitigatable Impact.	
		TR	0.77	41.5	D	TR	0.86	47.4	D						
Ocean Parkway (Service Road)	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		TR	0.57	34.0	C	TR	0.60	34.8	C						
Neptune Avenue	NB	TR	0.38	33.0	C	TR	0.40	33.4	C						
	SB	TR	1.01	98.5	F	TR	1.15	120.0+	F*						
	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	0.84	46.1	D	T	0.94	58.8	E						
	R	0.25	25.7	C	R	0.25	25.7	C							
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
Overall Intersection	-		1.20+	120.0+	F*	-	1.20+	120.0+	F*						

**TABLE I-1
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY AM**

INTERSECTION & APPROACH	Mvt.	No Build				Build				Mitigation				Mitigation Measures
		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
27 CROPSEY AVENUE AND BAY 50TH STREET														
Cropsey Avenue (Main Road)	NB	DefL	0.81	31.9	C	DefL	1.07	77.0	E	DefL	0.96	44.7	D	- Provide a 8-ft. curb extension on the west curb of the SB receiving side to protect vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 26 s green for the WB phase, 33 s for the NB/SB phase and 16 s for the NB lag phase; each phase has 3 s amber and 2 s all red.
		T	0.67	15.9	B	T	0.72	17.5	B	T	0.70	16.5	B	
	SB	TR	0.86	30.9	C	TR	0.89	32.5	C	TR	0.94	39.7	D	
Cropsey Avenue (Service Road)	NB	T	0.33	10.3	B	T	0.33	10.3	B	T	0.33	9.8	A	
		WB	LTR	0.97	58.7	E	LTR	0.97	58.7	E	LTR	0.98	59.9	
Shore Parkway Ramp (Unsignalized)	EB	R	-	67.5	F	R	-	83.1	F	R	-	21.1	C	
Overall Intersection	-	1.20+	36.3	D	-	1.20+	51.0	D	-	1.20+	34.0	C		
28 CROPSEY AVENUE AND BAY 52ND STREET														
Cropsey Avenue	NB	TR	0.96	32.8	C	TR	1.16	100.2	F	T	0.79	23.3	C	- Restripe NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft lane. - Install signage informing motorists "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 40 s green for the EB phase, 25 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.94	39.1	D	
	SB	T	0.77	24.2	C	T	0.81	25.5	C	T	0.80	24.9	C	
Bay 52nd Street	EB	L	0.28	17.1	B	L	0.28	17.1	B	L	0.28	16.8	B	
		TR	0.49	20.9	C	TR	0.56	22.4	C	TR	0.55	22.0	C	
		R	0.57	22.2	C	R	0.69	26.0	C	R	0.68	25.4	C	
Overall Intersection	-	0.76	27.3	C	-	0.92	61.5	E	-	0.81	25.8	C		
29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH														
Ocean Parkway (Main Road)	NB	T	0.54	27.4	C	T	0.61	28.7	C	T	0.61	28.7	C	- Restripe NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150-ft. from the stop bar.
		SB	L	1.15	120.0+	F*	L	1.15	120.0+	F*	L	1.15	120.0+	
		T	0.26	11.1	B	T	0.28	11.3	B	T	0.28	11.3	B	
Ocean Parkway (Service Road)	NB	TR	0.91	55.5	E	TR	0.99	70.6	E	T	0.26	23.8	C	
		-	-	-	-	-	-	-	-	R	0.84	49.8	D	
Shore Parkway South	SB	T	0.32	12.1	B	T	0.34	12.4	B	T	0.34	12.4	B	
	EB	L	0.98	67.4	E	L	0.98	67.4	E	L	0.98	67.4	E	
		LTR	1.02	72.7	E	LTR	1.02	72.7	E	LTR	1.02	72.7	E	
Overall Intersection	-	0.99	53.6	D	-	1.03	54.4	D	-	0.96	51.1	D		
30 OCEAN PARKWAY AND SHORE PARKWAY NORTH														
Ocean Parkway (Main Road)	NB	L	1.00	96.4	F	L	1.00	96.4	F					- Mitigation not required for weekday AM and midday peak periods.
		T	0.57	19.7	B	T	0.62	20.7	C					
	SB	T	0.62	32.7	C	T	0.64	33.1	C					
Ocean Parkway (Service Road)	NB	T	0.19	14.8	B	T	0.19	14.8	B					
		SB	TR	0.53	32.4	C	TR	0.57	33.3	C				
Shore Parkway North	WB	L	0.43	29.8	C	L	0.44	30.1	C					
		LT	0.45	30.2	C	LT	0.46	30.5	C					
		R	1.20	120.0+	F*	R	1.20	120.0+	F*					
Overall Intersection	-	1.02	47.3	D	-	1.05	46.8	D						

(1) Control delay is measured in seconds per vehicle.

(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

**TABLE I-2
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON *WEEKDAY MD***

INTERSECTION & APPROACH			No Build			Build			Mitigation			Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay		LOS	
1 SURF AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LR	0.40	28.6	C	LR	0.40	28.6	C	LR	0.40	28.7	C	- Mitigation not required for all time periods.
Surf Avenue	EB	T	0.25	9.2	A	T	0.29	9.6	A	T	0.28	9.1	A	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	T	0.28	9.4	A	T	0.31	9.7	A	T	0.30	9.2	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.32	12.2	B	-	0.34	12.2	B	-	0.34	11.8	B		
2 SURF AVENUE AND WEST 29TH STREET														
West 29th Street	NB	LR	0.44	31.3	C	LR	0.44	31.3	C	LR	0.44	31.5	C	- Mitigation not required for all time periods.
Surf Avenue	SB	LTR	0.35	27.4	C	LTR	0.35	27.4	C	LTR	0.35	27.5	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	EB	TR	0.30	9.7	A	TR	0.34	10.1	B	TR	0.33	9.6	A	
	WB	LT	0.33	10.0	A	LT	0.36	10.4	B	LT	0.36	9.9	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.36	14.0	B	-	0.39	13.9	B	-	0.38	13.5	B		
3 SURF AVENUE AND WEST 28TH STREET														
West 28th Street	NB	LR	0.15	24.8	C	LR	0.15	24.8	C	LR	0.15	24.9	C	- Mitigation not required for all time periods.
Surf Avenue	SB	LTR	0.42	29.6	C	LTR	0.42	29.6	C	LTR	0.43	29.7	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	EB	TR	0.32	9.8	A	TR	0.36	10.2	B	TR	0.35	9.7	A	
	WB	LT	0.28	9.5	A	LT	0.31	9.8	A	LT	0.31	9.3	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.35	12.7	B	-	0.38	12.7	B	-	0.37	12.3	B		
4 SURF AVENUE AND WEST 25TH STREET														
West 25th Street	NB	LR	0.25	27.0	C	LR	0.25	27.0	C	LR	0.23	24.2	C	- Mitigation not required for all time periods.
Surf Avenue	SB	LTR	0.29	26.8	C	LTR	0.29	26.8	C	LTR	0.26	24.1	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 51 s green for EB/WB phase, and 29 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	EB	TR	0.32	9.8	A	TR	0.35	10.1	B	TR	0.37	11.3	B	
	WB	LT	0.31	9.8	A	LT	0.34	10.1	B	LT	0.36	11.3	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.31	12.2	B	-	0.33	12.2	B	-	0.33	12.9	B		
5 SURF AVENUE AND WEST 24TH STREET														
West 24th Street	NB	LTR	0.30	23.7	C	LTR	0.30	23.7	C	LTR	0.29	22.5	C	- Mitigation not required for all time periods.
Surf Avenue	EB	LTR	0.53	14.9	B	LTR	0.57	15.7	B	LTR	0.58	16.2	B	- Modify existing signal timing from 48.6 s green for EB/WB phase and 30.6 s green for NB phase (3.6 s amber, 1.8 s all red) to 48 s green for EB/WB phase, and 32 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
	WB	LTR	0.40	13.0	B	LTR	0.44	13.4	B	LTR	0.44	13.8	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.44	14.9	B	-	0.47	15.4	B	-	0.46	15.7	B		
6 SURF AVENUE AND WEST 23RD STREET														
West 23rd Street	SB	LTR	0.35	24.2	C	LTR	0.35	24.2	C	LTR	0.39	27.3	C	- Mitigation not required for all time periods.
Surf Avenue	EB	TR	0.41	12.8	B	TR	0.44	13.2	B	TR	0.42	11.3	B	- Modify existing signal timing from 49 s green for EB/WB phase and 31 s green for SB phase (3 s amber, 2 s all red) to 52 s green for EB/WB phase, and 28 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	LT	0.41	12.9	B	LT	0.45	13.4	B	LT	0.42	11.5	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.39	14.1	B	-	0.41	14.5	B	-	0.41	13.1	B		

**TABLE I-2
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON *WEEKDAY MD***

INTERSECTION & APPROACH			No Build		LOS			Build		LOS			Mitigation		Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS		
7 SURF AVENUE AND WEST 21ST STREET																
West 21st Street	NB	LR	0.21	30.6	C	-	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> - Restripe EB approach from one 14-ft. lane, one 10-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 12-ft. lanes and one 5-ft. bike lane with parking. Restripe WB receiving side from one 10-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11.5-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking. - Restripe WB approach from one 10-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11.5-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking. - Restripe SB approach from one 30-ft. lane with parking on both sides to one 20-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday PM peak periods and allow parking for all other time periods. - Install "No Standing 11 AM - 2 PM Mon-Fri, 4 PM - 7 PM Saturday" regulations along the west side of the SB approach 75-ft. from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 44 s green for EB/WB phase, and 24 s green time for SB phase; each phase has a 3 s amber and 2 s all red. 	
	SB	LTR	0.58	41.0	D	LTR	1.16	120.0+	F*	LT	0.68	40.8	D			
Surf Avenue	-	-	-	-	-	-	-	-	-	R	0.27	28.4	C			
	EB	TR	0.33	7.1	A	TR	0.37	7.4	A	TR	0.49	16.6	B			
	WB	LT	0.35	7.3	A	LT	0.54	9.5	A	LT	0.61	12.6	B			
Overall Intersection	-	-	0.41	11.4	B	-	0.69	30.1	C	-	0.61	18.3	B			
8 SURF AVENUE AND WEST 20TH STREET																
	(UNSIGNALIZED INTERSECTION)					(UNSIGNALIZED INTERSECTION)				(SIGNALIZED INTERSECTION)						
West 20th Street	NB	-	-	-	-	LTR	-	120.0+	F*	LTR	0.56	29.3	C	<ul style="list-style-type: none"> - Shift centerline along the EB approach 1-ft. north. Restripe EB approach from one 10-ft. lane, one 11.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane, one 11.5-ft. lane and one 5-ft. bike lane with 8-ft. parking. Restripe WB receiving side from one 10.5-ft. lane, one 12.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking. - Shift centerline along the WB approach 1-ft. south. Restripe WB approach from one 9.5-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 12-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 13-ft. right-turn lane. Restripe EB receiving side from one 9.5-ft. lane, one 15.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 12-ft. lane and one 25-ft. lane with "share the road" bike provisions and parking. - Install "No Standing Anytime" regulations along the north side of the westbound Surf Avenue approach for the entire block (250 ft.) to allow for three moving lanes at the approach. - Install a traffic signal with a 90-second cycle length and two phases. [EB/WB green time is 49 s; NB/SB green time is 31 s; all phases have 3 s of amber and 2 s of all red time.] 		
Surf Avenue	EB	LT	-	11.5	B	LT	-	14.5	B	LTR	0.71	18.6	B			
	WB	-	-	-	-	LT	-	10.8	A	LT	0.62	16.0	B			
	-	-	-	-	-	-	-	-	-	R	0.45	14.4	B			
Overall Intersection	-	-	0.8	A	-	-	120.0+	F*	-	0.65	18.3	B				
9 SURF AVENUE AND WEST 19TH STREET																
West 19th Street	NB	L	0.03	23.0	C	LR	0.39	29.3	C	LR	0.46	30.8	C		<ul style="list-style-type: none"> - Stripe a 6-ft. wide hatched median along the EB approach tapered back to the centerline 250-ft. from the intersection. - Restripe EB approach from one 9-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking. Restripe WB receiving side from one 10-ft. lane, one 11-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane, one 11-ft. lane with "share the road" bike provisions and one 10-ft. lane. - Restripe WB approach from one 11.5-ft. left-turn lane, one 9-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to one 10-ft. left-turn lane, one 10-ft. lane, one 11.5-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe EB receiving side from one 9-ft. lane and one 22-ft. shared bike lane with parking to one 10-ft. lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane. - Shift centerline along NB approach 1-ft. west. Restripe NB approach from one 11-ft. lane with 8-ft. parking to one 10-ft. lane and one 10-ft. lane which would serve as a travel lane only for the weekday AM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Restripe SB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install "No Standing 11 AM - 7 PM Except Sunday" regulations along the west side of the SB approach 250 ft from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 40 s green for EB/WB phase, and 28 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red. 	
		R	0.07	23.5	C	-	-	-	-	-	-	-	-			
Surf Avenue	SB	LTR	0.54	32.5	C	LTR	0.86	51.7	D	LT	0.51	29.7	C			
	-	-	-	-	-	-	-	-	-	R	0.30	25.4	C			
	EB	TR	0.34	10.0	A	TR	0.40	10.5	B	TR	0.53	19.6	B			
	WB	L	0.16	9.2	A	L	0.24	10.5	B	L	0.25	11.4	B			
	T	0.35	10.1	B	T	0.53	12.1	B	T	0.36	10.5	B				
Overall Intersection	-	-	0.41	13.0	B	-	0.64	18.1	B	-	0.54	17.3	B			
10 SURF AVENUE AND WEST 17TH STREET																
West 17th Street	SB	L	0.57	36.1	D	L	1.07	101.3	F	L	0.75	35.0	C	<ul style="list-style-type: none"> - Eliminate the 11-ft. wide hatched median on the WB receiving side and restripe as a WB receiving travel lane. Restripe EB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 11-ft. left-turn lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to two 10-ft. lanes, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. - Shift centerline along the WB approach 5-ft. south. Restripe WB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 10-ft. lanes, one 12-ft. lane with "share the road" bike provisions, and one 11-ft. lane. Restripe EB receiving from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (210 ft.) to allow for three moving lanes at the approach. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install signage along WB approach on Surf Avenue to inform motorists of the left-turn lane in the receiving side of the upstream intersection with West 19th Street. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 16 s green for new EB lead/SB right-turn phase, 28 s green for EB/WB phase, and 31 s green time for SB phase; each phase has a 3 s amber and 2 s all red. 		
		R	0.75	48.1	D	R	1.20+	120.0+	F*	R	0.52	14.1	B			
Surf Avenue	EB	DefL	0.54	13.7	B	DefL	1.20+	120.0+	F*	L	0.79	27.6	C			
	T	0.40	8.9	A	T	0.50	10.1	B	T	0.35	12.1	B				
	WB	TR	0.32	7.8	A	TR	0.65	12.4	B	TR	0.60	28.1	C			
Overall Intersection	-	-	0.60	17.4	B	-	1.20+	80.3	F	-	0.75	23.4	C			
11 SURF AVENUE AND WEST 16TH STREET																
West 16th Street	NB	LR	0.08	27.3	C	-	-	-	-	-	-	-	-		<ul style="list-style-type: none"> - Shift centerline along the EB approach 6-ft. south. Restripe EB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 10-ft. lanes, one 12-ft. lane with "share the road" bike provisions, and one 11-ft. lane. - Shift centerline along the WB approach 6-ft. south. Restripe WB approach from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Restripe EB receiving side from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. - Restripe SB approach from one 31-ft. lane with parking on both sides to one 21-ft. lane with parking on west curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (240 ft.) to allow for three moving lanes at the approach. - Install "No Standing 11 AM - 2 PM, 4 PM - 7 PM Except Sunday" regulations along the east side of the SB approach 250 ft. from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for a new WB lead phase, 42 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red. 	
		SB	LTR	0.36	32.0	C	LTR	1.16	120.0+	F*	LTR	0.51	29.9			C
Surf Avenue	EB	TR	0.34	7.9	A	TR	0.56	10.2	B	TR	0.56	18.6	B			
	WB	LT	0.29	7.6	A	LT	0.70	13.6	B	DefL	0.44	14.0	B			
	-	-	-	-	-	-	-	-	-	T	0.45	10.7	B			
Overall Intersection	-	-	0.34	9.8	A	-	0.82	29.2	C	-	0.82	17.1	B			

**TABLE I-2
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON *WEEKDAY MD***

INTERSECTION & APPROACH			No Build			Build				Mitigation				Mitigation Measures
	Mvt.		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
12 SURF AVENUE AND WEST 15TH STREET														
West 15th Street	NB	LTR	0.25	30.5	C	LT	0.60	44.0	D	LT	0.45	32.3	C	- Mitigation not required for weekday AM and midday peak periods.
			-	-	-	R	0.16	29.7	C	R	0.12	25.1	C	- Shift the centerline along the EB approach 5-ft. to the north. Restripe EB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. left turn lane,
Surf Avenue	EB	LTR	0.46	8.4	A	LT	0.77	15.3	B	L	0.63	23.9	C	one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft
			-	-	-	-	-	-	-	T	0.31	8.7	A	parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM
	WB	LTR	0.46	8.5	A	TR	0.66	11.4	B	TR	0.97	42.8	D	peak periods and allow parking for all other time periods. Provide a 11-ft. wide hatched median along the receiving side of the WB approach.
Overall Intersection	-		0.41	9.9	A	-	0.73	15.3	B	-	0.80	27.8	C	- Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Restripe EB receiving side from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach.
														- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach.
														- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 43 s green for EB/WB phase, and 25 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
														- [Measures reflect improvements needed for the weekday PM, and Saturday midday and PM peak periods; otherwise mitigation is not needed.]
13 SURF AVENUE AND STILLWELL AVENUE														
Stillwell Avenue	NB	LTR	0.63	46.4	D	LTR	0.86	77.3	E	LTR	0.40	27.2	C	- Restripe EB approach from one 10-ft. left-turn lane, one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft.
	SB	LTR	0.73	40.1	D	LTR	1.14	120.0+	F*	LTR	0.75	33.9	C	lane with "share the road" bike provisions, and one 10-ft. right-turn lane. Restripe WB receiving side from one 10-ft. lane, one 21-ft. lane with "share the road" bike provisions and parking
Surf Avenue	EB	L	0.24	7.6	A	L	0.55	17.0	B	L	0.55	19.8	B	to one 10-ft. lane and one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for weekday PM, and Saturday midday and PM peak
		TR	0.32	7.0	A	TR	0.41	7.8	A	T	0.41	11.7	B	periods and allow parking for all other time periods.
			-	-	-	-	-	-	-	R	0.09	9.2	A	- Restripe WB approach from one 11-ft. left-turn lane, one 10-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. lane
	WB	L	0.14	6.5	A	L	0.17	7.0	A	L	0.24	18.6	B	with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other
		TR	0.30	6.9	A	TR	0.50	8.9	A	TR	0.81	29.1	C	time periods.
Overall Intersection	-		0.42	15.9	B	-	0.70	32.6	C	-	0.80	23.3	C	- Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving side.
														- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach.
														- Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
14 SURF AVENUE AND WEST 12TH STREET														
West 12th Street	NB	LTR	0.08	27.1	C	-	-	-	-	-	-	-	-	- Mitigation not required for weekday AM, midday and PM, and Saturday midday peak periods.
	SB	LTR	0.21	29.0	C	LTR	0.17	28.3	C	LTR	0.13	22.2	C	- Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane and one 12-ft. lane with "share the road" bike provisions,
Surf Avenue	EB	LTR	0.37	8.2	A	LTR	0.48	9.4	A	LTR	0.55	13.7	B	and one 10-ft. lane which would serve as a travel lane only for the Saturday PM peak period and allow for parking for all other time periods.
	WB	LTR	0.36	8.1	A	LTR	0.54	10.2	B	LTR	0.63	15.4	B	- Modify existing signal timing from 57.6 s green for EB/WB phase and 21.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 51 s green for EB/WB phase, and 29 s green time
Overall Intersection	-		0.32	9.4	A	-	0.44	10.4	B	-	0.45	14.8	B	for NB phase, each phase has a 3 s amber and 2 s all red.
														- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
15 SURF AVENUE AND WEST 8TH STREET														
West 8th Street	NB	LTR	0.27	23.1	C	LTR	1.14	120.0+	F*	LTR	0.67	33.1	C	- Shift the centerline along the NB approach 6-ft. to the west. Restripe NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe SB receiving side from one 13-ft. lane and one
	SB	L	0.20	22.2	C	L	0.33	25.6	C	L	0.33	26.5	C	16-ft. lane to one 11-ft. lane and one 10-ft. lane.
		TR	0.19	21.5	C	TR	0.42	24.6	C	TR	0.45	26.3	C	- Modify existing signal phasing and timing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 9 s green for new EB/WB left-turn
Surf Avenue	EB	L	0.41	15.8	B	L	0.74	33.1	C	L	0.60	19.5	B	lead phase, 37 s green for EB/WB phase, and 29 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
		TR	0.32	12.0	B	TR	0.46	13.6	B	TR	0.60	22.9	C	
	WB	L	0.17	11.4	B	L	0.41	16.2	B	L	0.35	13.2	B	
		TR	0.39	12.8	B	TR	0.51	14.4	B	TR	0.66	24.5	C	
Overall Intersection	-		0.35	14.8	B	-	0.89	33.2	C	-	0.71	24.6	C	

**TABLE I-2
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON *WEEKDAY MD***

INTERSECTION & APPROACH	Mvt.		No Build			Build			Mitigation			Mitigation Measures		
			V/C	Control Delay	LOS	V/C	Control Delay	LOS	V/C	Control Delay	LOS			
16 MERMAID AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LTR	0.52	20.3	C	LTR	0.52	20.3	C				- Mitigation not required for all time periods.	
Mermaid Avenue	EB	TR	0.37	9.7	A	TR	0.42	10.3	B					
	WB	LT	0.40	9.8	A	LT	0.45	10.5	B					
Overall Intersection	-	-	0.44	12.8	B	-	0.48	13.0	B					
17 MERMAID AVENUE AND WEST 29TH STREET														
Mermaid Avenue	EB	LTR	0.54	12.7	B	LTR	0.60	14.0	B				- Mitigation not required for all time periods.	
	WB	LTR	0.73	18.6	B	LTR	0.79	21.8	C					
Overall Intersection	-	-	0.74	16.1	B	-	0.79	18.4	B					
18 MERMAID AVENUE AND WEST 20TH STREET														
West 20th Street	NB	LTR	0.71	29.5	C	LTR	1.20+	120.0+	F*	LT	0.89	41.9	D	- Restripe NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane.
			-	-	-	-	-	-	-	R	0.60	25.4	C	- Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach.
Mermaid Avenue	EB	LT	0.50	11.9	B	LT	0.51	12.1	B	LT	0.55	14.1	B	- Modify signal timing from 31 s green for the EB/WB phase and 19 s green for the NB phase (3 s amber and 2 s all red) to 29 s green for the EB/WB phase and 21 s for NB phase;
	WB	TR	0.42	10.6	B	TR	0.42	10.7	B	TR	0.45	12.3	B	each phase has a 3 s amber and 2 s all red.
Overall Intersection	-	-	0.58	16.2	B	-	0.90	120.0+	F*	-	0.70	24.0	C	
19 MERMAID AVENUE AND WEST 19TH STREET														
West 19th Street	SB	LTR	0.71	25.5	C	LTR	0.90	40.5	D				- Mitigation not required for all time periods.	
Mermaid Avenue	EB	TR	0.43	9.8	A	TR	0.50	10.8	B					
	WB	LT	0.40	9.6	A	LT	0.50	11.2	B					
Overall Intersection	-	-	0.54	14.9	B	-	0.66	21.4	C					
20 MERMAID AVENUE AND WEST 17TH STREET														
West 17th Street	NB	LTR	0.58	16.7	B	LTR	1.03	61.5	E	LTR	0.95	39.5	D	- Restripe EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane.
	SB	LTR	0.51	13.6	B	LTR	0.91	25.2	C	LTR	0.83	18.6	B	- Restripe WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane.
Mermaid Avenue	EB	LTR	0.82	29.1	C	LTR	0.95	47.3	D	L	0.53	21.6	C	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
			-	-	-	-	-	-	-	TR	0.53	18.4	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
	WB	LTR	0.48	14.5	B	LTR	0.54	15.5	B	LT	0.42	16.2	B	- Install signage along EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection.
			-	-	-	-	-	-	-	R	0.22	14.2	B	- Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
Overall Intersection	-	-	0.70	18.2	B	-	0.99	37.8	D	-	0.77	24.0	C	
21 MERMAID AVENUE AND WEST 15TH STREET														
West 15th Street	NB	LTR	0.28	15.9	B	LTR	0.57	21.2	C	LTR	0.48	16.2	B	- Mitigation not required for weekday AM, midday and PM, and Saturday midday peak periods.
Mermaid Avenue	EB	LT	0.44	9.7	A	LT	0.46	9.9	A	LT	0.58	15.8	B	- Modify signal timing from 32.4 s green for EB/WB phase and 20.4 s green for NB phase (2.4 s amber, 1.2 s all red) to 26 s green for EB/WB phase and 24 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
	WB	TR	0.29	8.3	A	TR	0.33	8.6	A	TR	0.41	13.3	B	- [Measures reflect improvements needed for the Saturday PM peak period; otherwise mitigation is not needed.]
Overall Intersection	-	-	0.38	10.4	B	-	0.50	12.9	B	-	0.53	15.2	B	
22 MERMAID AVENUE AND STILLWELL AVENUE														
Stillwell Avenue	NB	LT	0.49	16.3	B	LT	0.70	23.6	C	LT	0.74	26.3	C	- Restripe EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar.
	SB	LTR	0.44	13.4	B	LTR	0.49	13.9	B	LTR	0.51	14.7	B	- Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 25 s green for the EB/WB phase and 25 s for NB/SB phase; each phase has a 3 s amber and 2 s all red.
Mermaid Avenue	EB	LTR	0.86	36.7	D	LTR	0.98	58.3	E	LT	0.38	14.8	B	
			-	-	-	-	-	-	-	R	0.73	30.9	C	
	WB	LTR	0.08	10.6	B	LTR	0.08	10.6	B	LTR	0.08	11.1	B	
Overall Intersection	-	-	0.67	22.0	C	-	0.84	30.4	C	-	0.73	20.4	C	

**TABLE I-2
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY MD**

INTERSECTION & APPROACH	No Build					Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
23 NEPTUNE AVENUE AND CROPSY AVENUE/WEST 17TH STREET															
Cropsy Avenue/West 17th Street	NB	LTR	1.15	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.	
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	0.87	42.9	D	T	1.20+	120.0+	F*						
		R	0.72	18.3	B	R	0.74	18.7	B						
Neptune Avenue	EB	L	1.07	96.5	F	L	1.12	114.0	F						
		TR	0.26	10.8	B	TR	0.34	11.5	B						
	WB	L	0.20	23.2	C	L	0.45	28.5	C						
		TR	1.07	77.9	E	TR	1.20+	120.0+	F*						
Overall Intersection	-	1.20+	80.9	F	-	1.20+	120.0+	F*							
24 NEPTUNE AVENUE AND STILLWELL AVENUE															
Stillwell Avenue	NB	LTR	0.44	19.2	B	LTR	0.48	19.7	B	LTR	0.53	23.0	C	- Shift centerline along the EB approach 6-ft. north. Restripe EB approach from two 11-ft. lanes, one 5-ft. buffer and one 5-ft. bike lane with 10-ft. parking to one 10 ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer, and one 5-ft. bike lane with 8-ft. parking. Restripe WB receiving side from one 11-ft. lane and one 13-ft. lane with 16-ft. 90 degree parking to one 12-ft. lane and one 14-ft. lane with 8-ft. parallel parking.	
	SB	LTR	0.82	30.1	C	DefL	0.70	30.2	C	DefL	0.80	40.9	D		
			-	-	-	TR	0.86	37.9	D	TR	0.69	27.4	C		
Neptune Avenue	EB	LTR	1.13	103.8	F	LTR	1.20+	120.0+	F*	L	0.74	41.2	D		
			-	-	-		-	-	-	TR	0.83	34.8	C		
	WB	LTR	1.16	107.8	F	LTR	1.20+	120.0+	F*	L	0.73	35.1	D		
			-	-	-		-	-	-	TR	1.09	84.8	F		
Overall Intersection	-	0.99	76.9	E	-	1.20+	120.0+	F*	-	0.94	49.8	D	- Install "No Standing 11 AM - 2 PM Mon-Fri" regulations along the west side of the SB approach 250 ft. from the stop bar to allow for two wider moving lanes at the approach. - Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 red) to 7 s green for new EB/WB left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.		
25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD															
West 8th Street/Shell Road	NB	L	0.77	51.1	D	L	1.20+	120.0+	F*	L	0.99	89.8	F		- Partially Mitigated.
		TR	0.20	21.5	C	TR	0.28	22.4	C	TR	0.29	23.7	C		
	SB	L	0.41	27.3	C	L	0.44	28.3	C	L	0.43	29.1	C		
		TR	0.60	27.5	C	TR	0.73	31.0	C	T	0.60	30.2	C		
			-	-	-		-	-	-	R	0.64	24.6	C		
Neptune Avenue	EB	LTR	0.89	26.3	C	LTR	1.20+	120.0+	F*	L	0.88	44.0	D		
			-	-	-		-	-	-	TR	0.62	14.3	B		
	WB	LTR	0.58	15.0	B	LTR	0.89	25.8	C	LTR	0.94	35.9	D		
	Overall Intersection	-	0.85	25.1	C	-	1.20+	92.9	F	-	0.96	30.6	C		
26 OCEAN PARKWAY AND NEPTUNE AVENUE															
Ocean Parkway (Main Road)	NB	L	0.56	62.0	E	L	0.56	62.0	E					- Unmitigatable Impact.	
		TR	0.81	44.6	D	TR	0.94	57.6	E						
	SB	L	1.18	120.0+	F*	L	1.18	120.0+	F*						
		TR	0.59	35.8	D	TR	0.68	37.8	D						
Ocean Parkway (Service Road)	NB	TR	0.47	37.2	D	TR	0.54	39.5	D						
	SB	TR	0.78	54.9	D	TR	1.20+	120.0+	F*						
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	0.69	34.9	C	T	0.83	43.4	D						
		R	0.19	23.4	C	R	0.19	23.4	C						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
Overall Intersection	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*							

**TABLE I-2
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY MD**

INTERSECTION & APPROACH	Mvt.	No Build				Build				Mitigation				Mitigation Measures
		V/C	Control Delay	LOS		Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
27 CROPSEY AVENUE AND BAY 50TH STREET														
Cropsey Avenue (Main Road)	NB	DefL	0.84	33.8	C	DefL	1.08	79.1	E	DefL	0.93	40.0	D	- Provide a 8-ft. curb extension on the west curb of the SB receiving side to protect vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 26 s green for the WB phase, 32 s for the NB/SB phase and 17 s for the NB lag phase; each phase has 3 s amber and 2 s all red.
		T	0.66	15.7	B	T	0.72	17.3	B	T	0.71	16.3	B	
	SB	TR	0.67	25.3	C	TR	0.72	26.6	C	TR	0.79	31.2	C	
Cropsey Avenue (Service Road)	NB	T	0.28	9.7	A	T	0.28	9.7	A	T	0.27	9.3	A	
	Bay 50th Street	WB	LTR	0.71	36.8	D	LTR	0.71	36.8	D	LTR	0.71	36.9	
Shore Parkway Ramp (Unsignalized)	EB	R	-	71.4	F	R	-	120.0+	F*	R	-	25.8	D	
Overall Intersection	-	1.20	31.7	C	-	1.20+	53.1	D	-	1.18	29.0	C		
28 CROPSEY AVENUE AND BAY 52ND STREET														
Cropsey Avenue	NB	TR	0.82	24.1	C	TR	0.99	37.4	D	T	0.72	22.8	C	- Restripe NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft lane. - Install signage informing motorists "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 42 s green for the EB phase, 23 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.86	31.3	C	
	SB	T	0.65	21.7	C	T	0.73	23.5	C	T	0.76	25.5	C	
Bay 52nd Street	EB	L	0.49	20.3	C	L	0.49	20.3	C	L	0.46	18.2	B	
		TR	0.77	29.7	C	TR	0.96	51.1	D	TR	0.90	39.5	D	
		R	0.67	25.4	C	R	0.98	54.9	D	R	0.92	41.0	D	
Overall Intersection	-	0.80	24.0	C	-	0.99	37.2	D	-	0.89	28.8	C		
29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH														
Ocean Parkway (Main Road)	NB	T	0.44	19.9	B	T	0.49	20.6	C	T	0.49	20.6	C	- Mitigation not required for weekday midday, and Saturday midday and PM peak periods. - Restripe NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150-ft. from the stop bar. - [Measures reflect improvements needed for the weekday AM peak period; otherwise mitigation is not needed.]
		SB	L	1.18	120.0+	F*	L	1.18	120.0+	F*	L	1.18	120.0+	
		T	0.28	8.4	A	T	0.32	8.8	A	T	0.32	8.8	A	
Ocean Parkway (Service Road)	NB	TR	0.79	35.2	D	TR	0.85	40.4	D	T	0.15	16.7	B	
		-	-	-	-	-	-	-	-	R	0.79	36.3	D	
Shore Parkway South	SB	T	0.28	8.8	A	T	0.34	9.4	A	T	0.34	9.4	A	
	EB	L	0.83	55.8	E	L	0.83	55.8	E	L	0.83	55.8	E	
		LTR	0.93	63.6	E	LTR	0.93	63.6	E	LTR	0.93	63.6	E	
Overall Intersection	-	0.90	43.5	D	-	0.93	42.3	D	-	0.89	41.3	D		
30 OCEAN PARKWAY AND SHORE PARKWAY NORTH														
Ocean Parkway (Main Road)	NB	L	1.06	113.2	F	L	1.06	113.2	F					- Mitigation not required for weekday AM and midday peak periods.
		T	0.36	9.1	A	T	0.39	9.4	A					
	SB	T	0.37	18.8	B	T	0.40	19.3	B					
Ocean Parkway (Service Road)	NB	T	0.10	7.3	A	T	0.10	7.3	A					
		SB	TR	0.29	18.4	B	TR	0.35	19.2	B				
Shore Parkway North	WB	L	0.62	41.3	D	L	0.67	42.1	D					
		LT	0.59	40.8	D	LT	0.66	41.8	D					
		R	1.20	120.0+	F*	R	1.20+	120.0+	F*					
Overall Intersection	-	0.99	108.6	F	-	1.02	102.6	F	-					

(1) Control delay is measured in seconds per vehicle.

(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

**TABLE I-3
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY PM**

INTERSECTION & APPROACH			No Build			Build				Mitigation				Mitigation Measures
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
1 SURF AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LR	0.45	29.8	C	LR	0.45	29.8	C	LR	0.45	30.0	C	- Mitigation not required for all time periods.
Surf Avenue	EB	T	0.18	8.7	A	T	0.20	8.9	A	T	0.20	8.4	A	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	T	0.27	9.4	A	T	0.30	9.6	A	T	0.29	9.2	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.33	12.7	B	-	0.35	12.6	B	-	0.34	12.2	B		
2 SURF AVENUE AND WEST 29TH STREET														
West 29th Street	NB	LR	0.34	29.3	C	LR	0.34	29.3	C	LR	0.34	29.4	C	- Mitigation not required for all time periods.
Surf Avenue	SB	LTR	0.31	27.4	C	LTR	0.31	27.4	C	LTR	0.31	27.5	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	EB	TR	0.23	9.1	A	TR	0.26	9.3	A	TR	0.25	8.9	A	
	WB	LT	0.32	9.9	A	LT	0.34	10.1	B	LT	0.34	9.7	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.33	12.8	B	-	0.34	12.7	B	-	0.34	12.3	B		
3 SURF AVENUE AND WEST 28TH STREET														
West 28th Street	NB	LR	0.03	23.1	C	LR	0.03	23.1	C	LR	0.03	23.1	C	- Mitigation not required for all time periods.
Surf Avenue	SB	LTR	0.36	28.2	C	LTR	0.36	28.2	C	LTR	0.36	28.4	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	EB	TR	0.25	9.2	A	TR	0.27	9.4	A	TR	0.27	9.0	A	
	WB	LT	0.28	9.5	A	LT	0.30	9.7	A	LT	0.30	9.2	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.30	11.7	B	-	0.32	11.7	B	-	0.32	11.4	B		
4 SURF AVENUE AND WEST 25TH STREET														
West 25th Street	NB	LR	0.08	23.8	C	LR	0.08	23.8	C	LR	0.08	23.9	C	- Mitigation not required for all time periods.
Surf Avenue	SB	LTR	0.18	24.9	C	LTR	0.18	24.9	C	LTR	0.18	25.0	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	EB	TR	0.29	9.5	A	TR	0.31	9.7	A	TR	0.31	9.2	A	
	WB	LT	0.28	9.5	A	LT	0.30	9.7	A	LT	0.29	9.2	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.25	10.8	B	-	0.27	10.9	B	-	0.26	10.4	B		
5 SURF AVENUE AND WEST 24TH STREET														
West 24th Street	NB	LTR	0.09	20.6	C	LTR	0.09	20.6	C	LTR	0.09	21.1	C	- Mitigation not required for all time periods.
Surf Avenue	EB	LTR	0.36	12.6	B	LTR	0.39	12.9	B	LTR	0.38	12.1	B	- Modify existing signal timing from 48.6 s green for EB/WB phase and 30.6 s green for NB phase (3.6 s amber, 1.8 s all red) to 50 s green for EB/WB phase, and 30 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
	WB	LTR	0.34	12.3	B	LTR	0.37	12.6	B	LTR	0.36	11.7	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.26	12.7	B	-	0.27	13.0	B	-	0.27	12.2	B		
6 SURF AVENUE AND WEST 23RD STREET														
West 23rd Street	SB	LTR	0.30	23.3	C	LTR	0.30	23.3	C	LTR	0.29	22.4	C	- Mitigation not required for all time periods.
Surf Avenue	EB	TR	0.30	11.7	B	TR	0.32	11.9	B	TR	0.33	12.5	B	- Modify existing signal timing from 49 s green for EB/WB phase and 31 s green for SB phase (3 s amber, 2 s all red) to 48 s green for EB/WB phase, and 32 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	LT	0.45	13.6	B	LT	0.48	14.1	B	LT	0.49	14.8	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-	0.39	14.0	B	-	0.41	14.2	B	-	0.41	14.7	B		

**TABLE I-3
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM**

INTERSECTION & APPROACH			No Build			Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
7 SURF AVENUE AND WEST 21ST STREET															
West 21st Street	NB	LR	0.05	28.1	C	-	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> - Restripe EB approach from one 14-ft. lane, one 10-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 12-ft. lanes and one 5-ft. bike lane with parking. Restripe WB receiving side from one 10-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11.5-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking. - Restripe WB approach from one 10-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11.5-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking. - Restripe SB approach from one 30-ft. lane with parking on both sides to one 20-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday PM peak periods and allow parking for all other time periods. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for SB phase (3.6 s amber, 1.8 s all red) to 14 s green for new WB lead phase, 35 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	SB	LTR	0.86	59.5	E	LTR	1.15	120.0+	F*	LTR	0.88	52.5	D		
Surf Avenue	EB	TR	0.30	6.9	A	TR	0.33	7.1	A	TR	0.54	23.2	C		
	WB	LT	0.28	6.8	A	LT	0.57	10.2	B	LT	0.60	13.4	B		
Overall Intersection	-	-	0.44	15.0	B	-	0.72	30.6	C	-	0.75	24.2	C		
8 SURF AVENUE AND WEST 20TH STREET															
West 20th Street	NB	-	-	-	-	LTR	-	120.0+	F*	LTR	0.48	27.1	C	<ul style="list-style-type: none"> - Shift centerline along the EB approach 1-ft. north. Restripe EB approach from one 10-ft. lane, one 11.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane, one 11.5-ft. lane and one 5-ft. bike lane with 8-ft. parking. Restripe WB receiving side from one 10.5-ft. lane, one 12.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking. - Shift centerline along the WB approach 1-ft. south. Restripe WB approach from one 9.5-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 12-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 13-ft. right-turn lane. Restripe EB receiving side from one 9.5-ft. lane, one 15.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 12-ft. lane and one 25-ft. lane with "share the road" bike provisions and parking. - Install "No Standing Anytime" regulations along the north side of the westbound Surf Avenue approach for the entire block (250 ft.) to allow for three moving lanes at the approach. - Install a traffic signal with a 90-second cycle length and two phases. [EB/WB green time is 49 s; NB/SB green time is 31 s; all phases have 3 s of amber and 2 s of all red time.] 	
Surf Avenue	EB	LT	-	14.8	B	LT	-	15.7	C	LTR	0.71	18.8	B		
	WB	-	-	-	-	LT	-	12.1	B	LT	0.74	19.7	B		
	-	-	-	-	-	-	-	-	-	R	0.47	14.6	B		
Overall Intersection	-	-	-	1.4	A	-	-	120.0+	F*	-	0.64	19.3	B		
9 SURF AVENUE AND WEST 19TH STREET															
West 19th Street	NB	L	0.00	22.8	C	LR	0.28	27.6	C	LR	0.47	38.6	D	<ul style="list-style-type: none"> - Stripe a 6-ft. wide hatched median along the EB approach tapered back to the centerline 250-ft. from the intersection. - Restripe EB approach from one 9-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking. Restripe WB receiving side from one 10-ft. lane, one 11-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane, one 11-ft. lane with "share the road" bike provisions and one 10-ft. lane. - Restripe WB approach from one 11.5-ft. left-turn lane, one 9-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to one 10-ft. left-turn lane, one 10-ft. lane, one 11.5-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe EB receiving side from one 9-ft. lane and one 22-ft. shared bike lane with parking to one 10-ft. lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane. - Shift centerline along NB approach 1-ft. west. Restripe NB approach from one 11-ft. lane with 8-ft. parking to one 10-ft. lane and one 10-ft. lane which would serve as a travel lane only for the weekday AM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Restripe SB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install "No Standing 11 AM - 7 PM Except Sunday" regulations along the west side of the SB approach 250 ft from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 13 s green for new WB lead phase, 38 s green for EB/WB phase, and 24 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red. 	
		R	0.03	23.1	C	-	-	-	-	-	-	-	-		
	SB	LTR	0.73	42.2	D	LTR	1.00	81.3	F	LT	0.71	42.7	D		
	-	-	-	-	-	-	-	-	-	R	0.44	33.6	C		
Surf Avenue	EB	TR	0.36	10.1	B	TR	0.42	10.8	B	TR	0.59	22.0	C		
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.18	116.3	F		
		T	0.32	9.8	A	T	0.55	12.5	B	T	0.35	8.6	A		
Overall Intersection	-	-	1.08	47.6	D	-	1.20+	62.3	E	-	1.12	36.3	D		
10 SURF AVENUE AND WEST 17TH STREET															
West 17th Street	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	<ul style="list-style-type: none"> - Eliminate the 11-ft. wide hatched median on the WB receiving side and restripe as a WB receiving travel lane. Restripe EB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 11-ft. left-turn lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to two 10-ft. lanes, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. - Shift centerline along the WB approach 5-ft. south. Restripe WB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 10-ft. lanes, one 12-ft. lane with "share the road" bike provisions, and one 11-ft. lane. Restripe EB receiving from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (210 ft.) to allow for three moving lanes at the approach. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install signage along WB approach on Surf Avenue to inform motorists of the left-turn lane in the receiving side of the upstream intersection with West 19th Street. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 18 s green for new EB lead/SB right-turn phase, 27 s green for EB/WB phase, and 30 s green time for SB phase; each phase has a 3 s amber and 2 s all red. 	
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	0.92	32.3	C		
Surf Avenue	EB	DefL	0.71	24.4	C	DefL	1.20+	120.0+	F*	L	0.84	40.8	D		
		T	0.43	9.2	A	T	0.53	10.6	B	T	0.37	11.8	B		
	WB	TR	0.52	9.9	A	TR	0.93	26.1	C	TR	0.88	37.6	D		
Overall Intersection	-	-	0.91	74.9	E	-	1.20+	120.0+	F*	-	0.90	53.0	D		
11 SURF AVENUE AND WEST 16TH STREET															
West 16th Street	NB	LR	0.02	26.3	C	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> - Shift centerline along the EB approach 6-ft. south. Restripe EB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 10-ft. lanes, one 12-ft. lane with "share the road" bike provisions, and one 11-ft. lane. - Shift centerline along the WB approach 6-ft. south. Restripe WB approach from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Restripe EB receiving side from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. - Restripe SB approach from one 31-ft. lane with parking on both sides to one 21-ft. lane with parking on west curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (240 ft.) to allow for three moving lanes at the approach. - Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install "No Standing 11 AM - 2 PM, 4 PM - 7 PM Except Sunday" regulations along the east side of the SB approach 250 ft. from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for a new WB lead phase, 42 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red. 	
	SB	LTR	0.76	48.2	D	LTR	1.20+	120.0+	F*	LTR	0.75	37.6	D		
Surf Avenue	EB	TR	0.37	8.1	A	TR	0.59	10.6	B	TR	0.59	19.0	B		
	WB	LT	0.39	8.3	A	LT	0.96	31.5	C	DefL	0.49	15.2	B		
	-	-	-	-	-	-	-	-	-	T	0.40	9.9	A		
Overall Intersection	-	-	0.49	13.5	B	-	1.17	79.7	E	-	0.88	18.4	B		

**TABLE I-3
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY PM**

INTERSECTION & APPROACH	Mvt.	V/C	No Build		LOS	Build				Mvt.	V/C	Mitigation		Mitigation Measures	
			Control Delay	LOS		Control Delay	LOS	Control Delay	LOS						
12 SURF AVENUE AND WEST 15TH STREET															
West 15th Street	NB	LTR	0.32	31.6	C	LT	0.72	52.8	D	LT	0.54	35.3	D	<ul style="list-style-type: none"> - Shift the centerline along the EB approach 5-ft. to the north. Restripe EB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. left turn lane, one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Provide a 11-ft. wide hatched median along the receiving side of the WB approach. - Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Restripe EB receiving side from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach. - Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for three moving lanes at the approach. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 11 s green for new EB lead phase, 39 s green for EB/WB phase, and 25 s green time for NB phase; each phase has a 3 s amber and 2 s all red. 	
	-	-	-	-	-	R	0.28	33.3	C	R	0.21	27.1	C		
Surf Avenue	EB	LTR	0.61	10.7	B	DefL	1.20+	120.0+	F*	L	0.84	43.5	D		
	-	-	-	-	-	T	0.70	12.9	B	T	0.32	8.7	A		
	WB	LTR	0.62	10.7	B	TR	0.74	12.7	B	TR	0.79	25.7	C		
Overall Intersection	-	0.55	12.1	B	-	1.16	30.0	C	-	0.74	22.0	C			
13 SURF AVENUE AND STILLWELL AVENUE															
Stillwell Avenue	NB	LTR	0.51	37.7	D	LTR	0.81	63.3	E	LTR	0.39	26.5	C		<ul style="list-style-type: none"> - Restripe EB approach from one 10-ft. left-turn lane, one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. right-turn lane. Restripe WB receiving side from one 10-ft. lane, one 21-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane and one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Restripe WB approach from one 11-ft. left-turn lane, one 10-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving side. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach. - Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach 250 ft. from the stop bar to allow for four moving lanes at the approach. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	SB	DefL	0.93	76.1	E	LTR	1.20+	120.0+	F*	LTR	0.89	43.3	D		
	TR		0.99	84.4	F	-	-	-	-	-	-	-	-		
Surf Avenue	EB	L	0.33	9.9	A	L	0.64	24.5	C	L	0.55	20.4	C		
	TR		0.34	7.2	A	TR	0.43	7.9	A	T	0.42	11.8	B		
	-	-	-	-	-	-	-	-	-	R	0.11	9.3	A		
	WB	L	0.14	6.5	A	L	0.15	6.7	A	L	0.21	17.8	B		
	TR		0.49	8.6	A	TR	0.67	11.4	B	TR	0.71	23.6	C		
Overall Intersection	-	0.61	21.9	C	-	0.85	48.5	D	-	0.81	23.1	C			
14 SURF AVENUE AND WEST 12TH STREET															
West 12th Street	NB	LTR	0.10	27.4	C	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> - Mitigation not required for weekday AM, midday and PM, and Saturday midday peak periods. - Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane and one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the Saturday PM peak period and allow for parking for all other time periods. - Modify existing signal timing from 57.6 s green for EB/WB phase and 21.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 51 s green for EB/WB phase, and 29 s green time for NB phase, each phase has a 3 s amber and 2 s all red. - [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.] 	
	SB	LTR	0.35	31.4	C	LTR	0.28	29.6	C	LTR	0.20	23.0	C		
Surf Avenue	EB	LTR	0.42	8.7	A	LTR	0.54	10.2	B	LTR	0.61	14.9	B		
	WB	LTR	0.47	9.2	A	LTR	0.66	12.0	B	LTR	0.77	18.9	B		
Overall Intersection	-	0.44	10.7	B	-	0.56	12.1	B	-	0.57	17.4	B			
15 SURF AVENUE AND WEST 8TH STREET															
West 8th Street	NB	LTR	0.12	20.9	C	LTR	1.20+	120.0+	F*	LTR	0.44	26.1	C		<ul style="list-style-type: none"> - Shift the centerline along the NB approach 6-ft. to the west. Restripe NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe SB receiving side from one 13-ft. lane and one 16-ft. lane to one 11-ft. lane and one 10-ft. lane. - Modify existing signal phasing and timing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB/WB left-turn lead phase, 39 s green for EB/WB phase, and 29 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	SB	L	0.25	22.7	C	L	0.41	27.2	C	L	0.39	27.8	C		
	TR		0.35	23.6	C	TR	0.86	40.9	D	TR	0.63	30.6	C		
Surf Avenue	EB	L	0.53	20.3	C	L	0.96	71.8	E	L	0.79	34.3	C		
	TR		0.40	12.9	B	TR	0.60	15.8	B	TR	0.56	20.9	C		
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	0.81	39.2	D		
	TR		0.49	14.1	B	TR	0.61	16.0	B	TR	0.76	26.0	C		
Overall Intersection	-	1.13	84.8	F	-	1.20+	120.0+	F*	-	0.70	27.2	C			

**TABLE I-3
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY PM**

INTERSECTION & APPROACH	Mvt.		No Build			Build			Mitigation			Mitigation Measures		
			V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C		Control Delay	LOS
16 MERMAID AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LTR	0.53	20.8	C	LTR	0.53	20.8	C				- Mitigation not required for all time periods.	
Mermaid Avenue	EB	TR	0.38	9.8	A	TR	0.41	10.2	B					
	WB	LT	0.40	10.0	B	LT	0.43	10.4	B					
Overall Intersection	-		0.45	12.9	B	-	0.47	13.0	B					
17 MERMAID AVENUE AND WEST 29TH STREET														
Mermaid Avenue	EB	LTR	0.41	10.4	B	LTR	0.45	10.8	B				- Mitigation not required for all time periods.	
	WB	LTR	0.57	13.1	B	LTR	0.60	13.8	B					
Overall Intersection	-		0.57	11.9	B	-	0.60	12.5	B					
18 MERMAID AVENUE AND WEST 20TH STREET														
West 20th Street	NB	LTR	0.63	24.9	C	LTR	1.18	120.0+	F*	LT	0.78	29.6	C	- Restripe NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane.
			-	-	-					R	0.37	18.3	B	- Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach.
Mermaid Avenue	EB	LT	0.36	10.0	B	LT	0.38	10.2	B	LT	0.40	11.7	B	- Modify signal timing from 31 s green for the EB/WB phase and 19 s green for the NB phase (3 s amber and 2 s all red) to 29 s green for the EB/WB phase and 21 s for NB phase;
	WB	TR	0.57	12.6	B	TR	0.58	12.8	B	TR	0.62	15.0	B	each phase has a 3 s amber and 2 s all red.
Overall Intersection	-		0.59	15.1	B	-	0.81	57.0	E	-	0.69	19.0	B	
19 MERMAID AVENUE AND WEST 19TH STREET														
West 19th Street	SB	LTR	0.45	18.6	B	LTR	0.55	20.8	C				- Mitigation not required for all time periods.	
Mermaid Avenue	EB	TR	0.38	9.4	A	TR	0.44	10.0	B					
	WB	LT	0.65	13.5	B	LT	0.80	19.6	B					
Overall Intersection	-		0.57	13.2	B	-	0.71	16.8	B					
20 MERMAID AVENUE AND WEST 17TH STREET														
West 17th Street	NB	LTR	0.86	30.8	C	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- Unmitigatable Impact.
	SB	LTR	0.81	17.1	B					L	0.45	20.9	C	- Restripe EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane.
Mermaid Avenue	EB	LTR	0.65	20.2	C	LTR	0.76	25.8	C	TR	0.48	17.7	B	- Restripe WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane.
			-	-	-					LT	0.59	19.0	B	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
	WB	LTR	0.70	19.2	B	LTR	0.77	21.9	C	R	0.35	16.1	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
			-	-	-									- Install signage along EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection.
Overall Intersection	-		0.78	21.0	C	-	1.20+	120.0+	F*	-	1.19	120.0+	F*	- Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
														- [Measures reflect improvements needed for the weekday AM and midday, and Saturday midday and PM peak period; otherwise mitigation is not needed.]
21 MERMAID AVENUE AND WEST 15TH STREET														
West 15th Street	NB	LTR	0.60	21.8	C	LTR	0.89	40.0	D	LTR	0.74	23.4	C	- Mitigation not required for weekday AM, midday and PM, and Saturday midday peak periods.
Mermaid Avenue	EB	LT	0.41	9.7	A	LT	0.42	9.7	A	LT	0.53	15.6	B	- Modify signal timing from 32.4 s green for EB/WB phase and 20.4 s green for NB phase (2.4 s amber, 1.2 s all red) to 26 s green for EB/WB phase and 24 s green time for NB
	WB	TR	0.38	9.0	A	TR	0.40	9.3	A	TR	0.51	14.6	B	phase; each phase has a 3 s amber and 2 s all red.
Overall Intersection	-		0.49	13.3	B	-	0.60	21.8	C	-	0.63	18.4	B	- [Measures reflect improvements needed for the Saturday PM peak period; otherwise mitigation is not needed.]
22 MERMAID AVENUE AND STILLWELL AVENUE														
Stillwell Avenue	NB	LT	0.59	18.6	B	LT	0.79	28.3	C	LT	0.84	34.7	C	- Mitigation not required for weekday AM and PM, and Saturday midday peak periods.
	SB	LTR	0.47	13.6	B	LTR	0.53	14.3	B	LTR	0.55	15.1	B	- Restripe EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar.
Mermaid Avenue	EB	LTR	0.71	24.4	C	LTR	0.80	30.5	C	LT	0.39	14.9	B	- Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 25 s green for the EB/WB phase and 25 s for
			-	-	-					R	0.49	18.9	B	NB/SB phase; each phase has a 3 s amber and 2 s all red.
	WB	LTR	0.07	10.4	B	LTR	0.07	10.4	B	LTR	0.07	11.0	B	- [Measures reflect improvements needed for the weekday midday and Saturday PM peak periods; otherwise mitigation is not needed.]
Overall Intersection	-		0.65	17.9	B	-	0.79	22.4	C	-	0.67	21.0	C	

**TABLE I-3
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures			
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS				
23 NEPTUNE AVENUE AND CROPSY AVENUE/WEST 17TH STREET																
Cropsy Avenue/West 17th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*				- Unmitigatable Impact.			
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*							
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*							
		R	0.91	28.1	C	R	0.94	31.9	C							
Neptune Avenue	EB	L	1.10	106.4	F	L	1.17	120.0+	F*							
		TR	0.26	11.3	B	TR	0.32	11.9	B							
	WB	L	0.32	26.5	C	L	0.64	37.8	D							
		TR	1.12	97.6	F	TR	1.20+	120.0+	F*							
Overall Intersection			1.20+	105.8	F			1.20+	120.0+	F*						
24 NEPTUNE AVENUE AND STILLWELL AVENUE																
Stillwell Avenue	NB	LTR	0.47	19.4	B	LTR	0.54	20.8	C	LTR	0.61	24.8	C	- Shift centerline along the EB approach 6-ft. north. Restripe EB approach from two 11-ft. lanes, one 5-ft. buffer and one 5-ft. bike lane with 10-ft. parking to one 10 ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer, and one 5-ft. bike lane with 8-ft. parking. Restripe WB receiving side from one 11-ft. lane and one 13-ft. lane with 16-ft. 90 degree parking to one 12-ft. lane and one 14-ft. lane with 8-ft. parallel parking. - Shift centerline along the WB approach 4-ft. south. Eliminate WB approach buffer for 75-ft. Restripe WB approach from one 11-ft. lane, one 12-ft. lane, one 5-ft. buffer, and one 5-ft. bike lane with 8-ft. parking to one 10-ft. left-turn lane tapered for 100-ft., two 11-ft. lanes and one 5-ft. bike lane with 8-ft. parking. Restripe EB receiving side from one 12-ft. lane and one 29-ft. lane with parking to one 12-ft. lane and one 25-ft. lane with parking. - Install "No Standing 4 PM - 7 PM Mon-Fri" regulations along the west side of the SB approach 250 ft. from the stop bar to allow for two wider moving lanes at the approach. - Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 red) to 7 s green for new EB/WB left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.		
	SB	LTR	0.82	30.0	C	LTR	0.89	35.1	D	LTR	0.90	38.2	D			
Neptune Avenue	EB	LTR	1.14	104.9	F	LTR	1.20+	120.0+	F*	L	0.68	34.4	C			
		-	-	-	-	-	-	-	-	TR	0.92	42.8	D			
	WB	LTR	0.94	43.3	D	LTR	1.20+	120.0+	F*	L	0.78	44.2	D			
		-	-	-	-	-	-	-	-	TR	0.94	43.8	D			
Overall Intersection			0.98	56.0	E			1.20+	120.0+	F*			0.92		39.5	D
25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD																
West 8th Street/Shell Road	NB	L	0.46	31.8	C	L	1.20+	120.0+	F*	L	0.72	44.5	D		- Restripe EB approach from one 9-ft. hatched median, one 11-ft. lane and one 27-ft. lane to one 10-ft. left-turn lane tapered backed to the centerline 150-ft. from the intersection, one 11-ft. lane and one 26-ft. lane. - Restripe SB approach from one 8-ft. left-turn lane, one 12-ft. lane and one 21-ft. lane with parking to one 10-ft. left-turn lane, one 12-ft. lane and one 19-ft. right-turn lane with parking. - Modify signal timing and phasing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 12 s green for the new EB lead/SB right-turn phase, 32 s green for the EB/WB phase, and 31 s green for the NB/SB phase; each phase has 3 s amber and 2 s all red.	
		TR	0.24	21.9	C	TR	0.34	23.1	C	TR	0.34	22.8	C			
	SB	L	0.18	22.1	C	L	0.20	22.7	C	L	0.19	22.0	C			
		TR	0.66	28.5	C	TR	0.83	34.6	C	T	0.59	28.1	C			
Neptune Avenue		-	-	-	-	-	-	-	-	R	0.66	19.8	B			
	EB	DefL	0.76	23.8	C	LTR	1.20+	120.0+	F*	L	0.89	30.6	C			
		TR	0.73	19.3	B	-	-	-	-	TR	0.61	15.0	B			
	WB	LTR	0.38	12.5	B	LTR	0.60	15.7	B	LTR	0.84	33.7	C			
Overall Intersection			0.72	21.6	C			1.20+	82.2	F			0.78	24.8		C
26 OCEAN PARKWAY AND NEPTUNE AVENUE																
Ocean Parkway (Main Road)	NB	L	0.45	55.6	E	L	0.45	55.6	E				- Unmitigatable Impact.			
		TR	0.89	51.0	D	TR	1.05	84.1	F							
	SB	L	1.19	120.0+	F*	L	1.19	120.0+	F*							
		TR	1.05	77.2	E	TR	1.16	120.0+	F*							
Ocean Parkway (Service Road)	NB	TR	0.37	34.1	C	TR	0.41	35.2	D							
	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*							
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*							
		T	0.61	33.1	C	T	0.70	36.4	D							
		R	0.18	24.6	C	R	0.18	24.6	C							
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*							
Overall Intersection			1.20+	120.0+	F*			1.20+	120.0+	F*						

**TABLE I-3
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON -WEEKDAY PM**

INTERSECTION & APPROACH	Mvt.	No Build				Build				Mitigation				Mitigation Measures
		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
27 CROPSY AVENUE AND BAY 50TH STREET														
Cropsey Avenue (Main Road)	NB	DefL	0.73	28.5	C	DefL	1.02	59.0	E	DefL	0.92	37.0	D	- Provide a 8-ft. curb extension on the west curb of the SB receiving side to protect vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 26 s green for the WB phase, 33 s for the NB/SB phase and 16 s for the NB lag phase; each phase has 3 s amber and 2 s all red.
		T	0.66	15.2	B	T	0.70	16.1	B	T	0.68	15.3	B	
	SB	TR	0.88	31.7	C	TR	0.91	34.4	C	TR	0.97	43.8	D	
Cropsey Avenue (Service Road)	NB	T	0.52	12.9	B	T	0.52	12.9	B	T	0.51	12.2	B	
	Bay 50th Street	WB	LTR	0.91	49.7	D	LTR	0.91	49.7	D	LTR	0.91	50.4	
Shore Parkway Ramp (Unsignalized)	EB	R	-	83.9	F	R	-	120.0+	F*	R	-	69.3	F	
Overall Intersection	-	1.20+	37.4	D	-	1.20+	54.5	D	-	1.20+	39.6	D		
28 CROPSY AVENUE AND BAY 52ND STREET														
Cropsey Avenue	NB	TR	0.97	34.6	C	TR	1.20+	120.0+	F*	T	0.84	25.0	C	- Partially Mitigated. - Restripe NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft lane. - Install signage informing motorists "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 40 s green for the EB phase, 25 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.97	44.9	D	
	SB	T	0.94	34.1	C	T	1.03	52.2	D	T	1.02	48.7	D	
Bay 52nd Street	EB	L	0.38	18.5	B	L	0.38	18.5	B	L	0.38	18.2	B	
		TR	0.87	37.7	D	TR	1.13	103.2	F	TR	1.12	98.1	F	
	R	0.84	34.6	C	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*		
Overall Intersection	-	0.92	33.8	C	-	1.20+	102.2	F	-	1.13	61.1	E		
29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH														
Ocean Parkway (Main Road)	NB	T	0.85	43.6	D	T	0.98	58.2	E	T	0.98	58.2	E	- Unmitigatable Impact. - Restripe NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150 ft from the stop bar. - [Measures reflect improvements needed for the weekday AM peak period; otherwise mitigation is not needed.]
		SB	L	1.06	101.7	F	L	1.06	101.7	F	L	1.06	101.7	
		T	0.49	17.2	B	T	0.55	18.2	B	T	0.55	18.2	B	
Ocean Parkway (Service Road)	NB	TR	0.79	51.5	D	TR	0.97	77.4	E	T	0.25	30.9	C	
		-	-	-	-	-	-	-	-	R	0.84	62.1	E	
	SB	T	0.31	15.1	B	T	0.41	16.4	B	T	0.41	16.4	B	
Shore Parkway South	EB	L	0.52	33.3	C	L	0.52	33.3	C	L	0.52	33.3	C	
		LTR	0.80	42.0	D	LTR	0.80	42.0	D	LTR	0.80	42.0	D	
Overall Intersection	-	0.88	42.2	D	-	0.92	47.4	D	-	0.92	45.5	D		
30 OCEAN PARKWAY AND SHORE PARKWAY NORTH														
Ocean Parkway (Main Road)	NB	L	0.86	68.6	E	L	0.86	68.6	E					- Unmitigatable Impact.
		T	0.41	12.1	B	T	0.47	12.8	B					
	SB	T	0.58	25.7	C	T	0.64	26.9	C					
Ocean Parkway (Service Road)	NB	T	0.12	9.7	A	T	0.12	9.7	A					
	Shore Parkway North	WB	TR	0.37	23.1	C	TR	0.48	25.1	C				
	L	0.71	46.1	D	L	0.77	49.7	D						
	LT	0.74	47.8	D	LT	0.86	57.3	E						
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*						
Overall Intersection	-	0.87	48.4	D	-	0.91	47.9	D	-	0.91	47.9	D		

(1) Control delay is measured in seconds per vehicle.

(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

**TABLE I-4
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MD**

INTERSECTION & APPROACH			No Build			Build			Mitigation			Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay		LOS	
1 SURF AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LR	0.38	28.3	C	LR	0.38	28.3	C	LR	0.39	28.5	C	- Mitigation not required for all time periods.
Surf Avenue	EB	T	0.23	9.0	A	T	0.26	9.3	A	T	0.25	8.9	A	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	T	0.30	9.6	A	T	0.32	9.8	A	T	0.39	9.3	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-		0.33	11.9	B	-	0.34	11.9	B	-	0.34	11.5	B	
2 SURF AVENUE AND WEST 29TH STREET														
West 29th Street	NB	LR	0.38	29.4	C	LR	0.38	29.4	C	LR	0.38	29.5	C	- Mitigation not required for all time periods.
	SB	LTR	0.39	28.6	C	LTR	0.39	28.6	C	LTR	0.39	28.7	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
Surf Avenue	EB	TR	0.29	9.6	A	TR	0.33	9.9	A	TR	0.32	9.4	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
	WB	LT	0.39	10.7	B	LT	0.43	11.1	B	LT	0.42	10.5	B	
Overall Intersection	-		0.39	13.8	B	-	0.41	13.8	B	-	0.41	13.4	B	
3 SURF AVENUE AND WEST 28TH STREET														
West 28th Street	NB	LR	0.19	25.3	C	LR	0.19	25.3	C	LR	0.19	25.4	C	- Mitigation not required for all time periods.
	SB	LTR	0.22	25.7	C	LTR	0.22	25.7	C	LTR	0.22	25.7	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 54 s green for EB/WB phase, and 26 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
Surf Avenue	EB	TR	0.35	10.1	B	TR	0.38	10.4	B	TR	0.37	9.9	A	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
	WB	LT	0.33	9.9	A	LT	0.35	10.2	B	LT	0.35	9.7	A	
Overall Intersection	-		0.31	11.8	B	-	0.33	11.9	B	-	0.32	11.4	B	
4 SURF AVENUE AND WEST 25TH STREET														
West 25th Street	NB	LR	0.23	26.3	C	LR	0.23	26.3	C	LR	0.20	22.8	C	- Mitigation not required for all time periods.
	SB	LTR	0.31	27.2	C	LTR	0.31	27.2	C	LTR	0.26	23.5	C	- Modify existing signal timing from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 50 s green for EB/WB phase, and 30 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
Surf Avenue	EB	TR	0.30	9.6	A	TR	0.32	9.8	A	TR	0.34	11.5	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
	WB	LT	0.35	10.1	B	LT	0.37	10.4	B	LT	0.39	12.2	B	
Overall Intersection	-		0.33	12.2	B	-	0.35	12.3	B	-	0.34	13.3	B	
5 SURF AVENUE AND WEST 24TH STREET														
West 24th Street	NB	LTR	0.23	22.6	C	LTR	0.23	22.6	C	LTR	0.21	19.9	B	- Mitigation not required for all time periods.
Surf Avenue	EB	LTR	0.52	14.9	B	LTR	0.56	15.5	B	LTR	0.59	17.6	B	- Modify existing signal timing from 48.6 s green for EB/WB phase and 30.6 s green for NB phase (3.6 s amber, 1.8 s all red) to 46 s green for EB/WB phase, and 34 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
	WB	LTR	0.43	13.3	B	LTR	0.46	13.7	B	LTR	0.49	15.5	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-		0.41	14.7	B	-	0.43	15.2	B	-	0.43	16.8	B	
6 SURF AVENUE AND WEST 23RD STREET														
West 23rd Street	SB	LTR	0.38	24.7	C	LTR	0.38	24.7	C	LTR	0.40	25.8	C	- Mitigation not required for all time periods.
Surf Avenue	EB	TR	0.36	12.3	B	TR	0.39	12.6	B	TR	0.38	12.0	B	- Modify existing signal timing from 49 s green for EB/WB phase and 31 s green for SB phase (3 s amber, 2 s all red) to 50 s green for EB/WB phase, and 30 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	LT	0.46	13.6	B	LT	0.49	14.0	B	LT	0.48	13.3	B	- [Measures needed to coordinate with signal phasing/timing changes along the Surf Avenue corridor.]
Overall Intersection	-		0.43	14.5	B	-	0.45	14.7	B	-	0.45	14.2	B	

**TABLE I-4
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MD**

INTERSECTION & APPROACH	Mvt.	No Build				Build				Mitigation				Mitigation Measures
		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
7 SURF AVENUE AND WEST 21ST STREET														
West 21st Street	NB LR	0.27	32.5	C	-	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> - Restripe EB approach from one 14-ft. lane, one 10-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 12-ft. lanes and one 5-ft. bike lane with parking. Restripe WB receiving side from one 10-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11.5-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking. - Restripe WB approach from one 10-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11.5-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking. - Restripe SB approach from one 30-ft. lane parking on both sides to one 20-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and Saturday PM peak periods and allow parking for all other time periods. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 44 s green for EB/WB phase, and 24 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	SB LTR	0.43	35.7	D	LTR	0.82	56.6	E	LTR	0.70	41.9	D		
Surf Avenue	EB TR	0.32	7.0	A	TR	0.34	7.2	A	TR	0.46	16.2	B		
	WB LT	0.30	6.9	A	LT	0.54	9.6	A	LT	0.59	12.3	B		
Overall Intersection	-	0.35	10.2	B	-	0.61	15.3	B	-	0.61	18.1	B		
8 SURF AVENUE AND WEST 20TH STREET (UNSIGNALIZED INTERSECTION)														
West 20th Street	NB -	-	-	-	LTR	-	120.0+	F*	LTR	0.65	32.8	C	<ul style="list-style-type: none"> - Shift centerline along the EB approach 1-ft. north. Restripe EB approach from one 10-ft. lane, one 11.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane, one 11.5-ft. lane and one 5-ft. bike lane with 8-ft. parking. Restripe WB receiving side from one 10.5-ft. lane, one 12.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane and one 5-ft. bike lane with 8-ft. parking. - Shift centerline along the WB approach 1-ft. south. Restripe WB approach from one 9.5-ft. lane, one 13.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 12-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 13-ft. right-turn lane. Restripe EB receiving side from one 9.5-ft. lane, one 15.5-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 12-ft. lane and one 25-ft. lane with "share the road" bike provisions and parking. - Install "No Standing Anytime" regulations along the north side of the westbound Surf Avenue approach for the entire block (250 ft.) to allow for three moving lanes at the approach. - Install a traffic signal with a 90-second cycle length and two phases. [EB/WB green time is 49 s; NB/SB green time is 31 s; all phases have 3 s of amber and 2 s of all red time.] 	
	Surf Avenue	EB LT	-	11.8	B	LT	-	14.0	B	LTR	0.58	15.3		B
	WB -	-	-	-	LT	-	12.0	A	LT	0.67	17.2	B		
	-	-	-	-	-	-	-	-	R	0.32	12.3	B		
Overall Intersection	-	-	0.6	A	-	-	120.0+	F*	-	0.66	18.0	B		
9 SURF AVENUE AND WEST 19TH STREET														
West 19th Street	NB L	0.01	22.8	C	LR	0.70	44.2	D	L	0.01	21.5	C	<ul style="list-style-type: none"> - Stripe a 6-ft. wide hatched median along the EB approach tapered back to the centerline 250-ft. from the intersection. - Restripe EB approach from one 9-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking. - Restripe WB receiving side from one 10-ft. lane, one 11-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane, one 11-ft. lane with "share the road" bike provisions and one 10-ft. lane. - Restripe WB approach from one 11.5-ft. left-turn lane, one 9-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to one 10-ft. left-turn lane, one 10-ft. lane, one 11.5-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe EB receiving side from one 9-ft. lane and one 22-ft. shared bike lane with parking to one 10-ft. lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane. - Shift centerline along NB approach 1-ft. west. Restripe NB approach from one 11-ft. lane with 8-ft. parking to one 10-ft. lane and one 10-ft. lane which would serve as a travel lane only for the weekday AM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Restripe SB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on east curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install "No Standing 7 AM - 10 AM Mon-Fri, 11 AM - 7 PM Saturday" regulations along the east side of the NB approach 250 ft from the stop bar to allow for two moving lanes at the approach. - Install "No Standing 11 AM - 7 PM Except Sunday" regulations along the west side of the SB approach 250 ft from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new WB lead phase, 40 s green for EB/WB phase, and 28 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red. 	
	Surf Avenue	SB LTR	0.59	34.5	C	LTR	0.99	77.9	E	LT	0.77	43.6		D
	-	-	-	-	-	-	-	-	R	0.18	23.5	C		
	EB TR	0.38	10.3	B	TR	0.45	11.1	B	TR	0.60	21.0	C		
	WB L	0.49	15.5	B	L	0.64	22.5	C	L	0.65	22.1	C		
	T	0.35	10.1	B	T	0.55	12.5	B	T	0.38	10.7	B		
Overall Intersection	-	0.52	14.6	B	-	0.76	23.9	C	-	0.70	20.5	C		
10 SURF AVENUE AND WEST 17TH STREET														
West 17th Street	SB L	0.99	74.5	E	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	<ul style="list-style-type: none"> - Partially Mitigated. - Eliminate the 11-ft. wide hatched median on the WB receiving side and restripe as a WB receiving travel lane. Restripe EB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 11-ft. left-turn lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to two 10-ft. lanes, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. - Shift centerline along the WB approach 5-ft. south. Restripe WB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 10-ft. lanes, one 12-ft. lane with "share the road" bike provisions, and one 11-ft. lane. Restripe EB receiving from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (210 ft.) to allow for three moving lanes at the approach. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install signage along WB approach on Surf Avenue to inform motorists of the left-turn lane in the receiving side of the upstream intersection with West 19th Street. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 20 s green for new EB lead/SB right-turn phase, 31 s green for EB/WB phase, and 24 s green time for SB phase; each phase has a 3 s amber and 2 s all red. 	
	Surf Avenue	R	1.11	120.0+	F*	R	1.20+	120.0+	F*	R	0.75	22.7		C
	EB DefL	0.81	29.5	C	DefL	1.20+	120.0+	F*	L	0.91	42.8	D		
	T	0.40	8.9	A	T	0.52	10.4	B	T	0.32	8.5	A		
	WB TR	0.38	8.4	A	TR	0.73	14.1	B	TR	0.61	26.2	C		
Overall Intersection	-	0.89	37.2	D	-	1.20+	120.0+	F*	-	0.97	64.5	E		
11 SURF AVENUE AND WEST 16TH STREET														
West 16th Street	NB LR	0.00	26.0	C	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> - Shift centerline along the EB approach 6-ft. south. Restripe EB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to two 10-ft. lanes, one 12-ft. lane with "share the road" bike provisions, and one 11-ft. lane. - Shift centerline along the WB approach 6-ft. south. Restripe WB approach from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 11-ft. lane tapered 125-ft. from the stop bar, 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Restripe EB receiving side from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. - Restripe SB approach from one 31-ft. lane with parking on both sides to one 21-ft. lane with parking on west curb and one 10-ft. lane which would serve as a travel lane only for the weekday midday and PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (240 ft.) to allow for three moving lanes at the approach. - Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for four moving lanes at the approach. - Install "No Standing 11 AM - 2 PM, 4 PM - 7 PM Except Sunday" regulations along the east side of the SB approach 250 ft. from the stop bar to allow for two moving lanes at the approach. - Modify existing signal phasing and timing from 57.6 s green for EB/WB phase and 21.6 s green for SB phase (3.6 s amber, 1.8 s all red) to 9 s green for a new WB lead phase, 40 s green for EB/WB phase, and 26 s green time for SB phase; each phase has a 3 s amber and 2 s all red. 	
	Surf Avenue	SB LTR	0.57	38.4	D	LTR	1.20+	120.0+	F*	LTR	0.58	31.4		C
	EB TR	0.40	8.4	A	TR	0.68	12.3	B	TR	0.72	23.1	C		
	WB LT	0.31	7.6	A	LT	0.97	34.5	C	DefL	0.67	23.4	C		
	-	-	-	-	-	-	-	-	T	0.34	9.4	A		
Overall Intersection	-	0.45	11.3	B	-	1.07	48.2	D	-	0.83	19.6	B		

**TABLE I-4
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MD**

INTERSECTION & APPROACH	Mvt.	L/R	No Build			Build				Mitigation				Mitigation Measures	
			V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
12 SURF AVENUE AND WEST 15TH STREET															
West 15th Street	NB	LTR	0.70	42.9	D	LT	0.75	52.3	D	LT	0.55	33.6	C	<ul style="list-style-type: none"> - Shift the centerline along the EB approach 5-ft. to the north. Restripe EB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. left turn lane, one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Provide a 11-ft. wide hatched median along the receiving side of the WB approach. - Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Restripe EB receiving side from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach. - Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for three moving lanes at the approach. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 42 s green for EB/WB phase, and 26 s green time for NB phase; each phase has a 3 s amber and 2 s all red. 	
			-	-	-	R	0.90	86.5	F	R	0.63	41.3	D		
Surf Avenue	EB	LTR	0.59	10.1	B	LT	0.94	28.7	C	L	0.79	33.7	C		
			-	-	-	-	-	-	-	T	0.35	9.4	A		
	WB	LTR	0.58	10.2	B	TR	0.66	11.0	B	TR	0.65	20.1	C		
Overall Intersection	-		0.61	14.6	B	-	0.93	25.4	C	-	0.64	19.3	B		
13 SURF AVENUE AND STILLWELL AVENUE															
Stillwell Avenue	NB	LTR	1.08	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.75	42.3	D		<ul style="list-style-type: none"> - Restripe EB approach from one 10-ft. left-turn lane, one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. right-turn lane. Restripe WB receiving side from one 10-ft. lane, one 21-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane and one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Restripe WB approach from one 11-ft. left-turn lane, one 10-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving side. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach. - Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach 250 ft. from the stop bar to allow for four moving lanes at the approach. - Modify existing signal phasing and timing from 59.4 s green for EB/WB phase and 19.8 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB lead phase, 37 s green for EB/WB phase, and 31 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	SB	DefL	1.02	106.3	F	LTR	1.20+	120.0+	F*	LTR	0.85	39.2	D		
			0.98	86.6	F	-	-	-	-	-	-	-	-		
Surf Avenue	EB	L	0.41	10.7	B	L	0.75	29.8	C	L	0.69	26.6	C		
			0.38	7.5	A	TR	0.48	8.4	A	T	0.45	13.2	B		
			-	-	-	-	-	-	-	R	0.21	11.4	B		
	WB	L	0.23	7.5	A	L	0.28	8.6	A	L	0.39	23.6	C		
			0.40	7.7	A	TR	0.60	10.0	B	TR	0.68	23.9	C		
Overall Intersection	-		0.58	32.3	C	-	1.06	84.7	F	-	0.78	24.4	C		
14 SURF AVENUE AND WEST 12TH STREET															
West 12th Street	NB	LTR	0.36	32.8	C	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> - Mitigation not required for weekday AM, midday and PM, and Saturday midday peak periods. - Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane and one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the Saturday PM peak period and allow for parking for all other time periods. - Modify existing signal timing from 57.6 s green for EB/WB phase and 21.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 51 s green for EB/WB phase, and 29 s green time for NB phase, each phase has a 3 s amber and 2 s all red. 	
	SB	LTR	0.71	35.7	D	LTR	0.54	31.5	C	LTR	0.40	24.4	C		
Surf Avenue	EB	LTR	0.49	9.4	A	LTR	0.64	11.7	B	LTR	0.72	17.3	B		
	WB	LTR	0.49	9.5	A	LTR	0.75	14.3	B	LTR	0.88	24.5	C		
Overall Intersection	-		0.55	13.3	B	-	0.69	14.6	B	-	0.70	21.5	C		
15 SURF AVENUE AND WEST 8TH STREET															
West 8th Street	NB	LTR	0.34	24.0	C	LTR	1.20+	120.0+	F*	LTR	0.57	30.2	C	<ul style="list-style-type: none"> - Shift the centerline along the NB approach 6-ft. to the west. Restripe NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe SB receiving side from one 13-ft. lane and one 16-ft. lane to one 11-ft. lane and one 10-ft. lane. - Modify existing signal phasing and timing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 9 s green for new EB/WB left-turn lead phase, 39 s green for EB/WB phase, and 27 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red. 	
	SB	L	0.28	23.6	C	L	0.40	27.4	C	L	0.42	30.6	C		
			0.36	23.5	C	TR	0.65	29.4	C	TR	0.75	35.7	D		
Surf Avenue	EB	L	0.66	25.9	C	L	1.17	120.0+	F*	L	0.86	38.2	D		
			0.45	13.4	B	TR	0.59	15.5	B	TR	0.74	24.9	C		
	WB	L	0.50	18.6	B	L	1.15	120.0+	F*	L	0.85	36.8	D		
			0.48	13.9	B	TR	0.59	15.6	B	TR	0.73	24.7	C		
Overall Intersection	-		0.54	17.2	B	-	1.20+	99.9	F	-	0.76	29.1	C		

**TABLE I-4
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MD**

INTERSECTION & APPROACH	No Build					Build				Mitigation				Mitigation Measures
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
16 MERMAID AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LTR	0.55	21.0	C	LTR	0.55	21.0	C					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.43	10.3	B	TR	0.47	10.8	B					
	WB	LT	0.24	8.3	A	LT	0.27	8.6	A					
Overall Intersection	-	0.47	13.1	B	-	0.50	13.2	B						
17 MERMAID AVENUE AND WEST 29TH STREET														
Mermaid Avenue	EB	LTR	0.56	12.7	B	LTR	0.60	13.5	B					- Mitigation not required for all time periods.
	WB	LTR	0.50	12.1	B	LTR	0.54	12.8	B					
Overall Intersection	-	0.57	12.5	B	-	0.60	13.2	B						
18 MERMAID AVENUE AND WEST 20TH STREET														
West 20th Street	NB	LTR	0.60	25.5	C	LTR	1.20+	120.0+	F*	LT	0.74	27.9	C	- Restripe NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane.
										R	0.59	28.0	C	- Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach.
Mermaid Avenue	EB	LT	0.43	10.8	B	LT	0.44	11.0	B	LT	0.47	12.7	B	- Modify signal timing from 31 s green for the EB/WB phase and 19 s green for the NB phase (3 s amber and 2 s all red) to 29 s green for the EB/WB phase and 21 s for NB phase;
	WB	TR	0.50	11.6	B	TR	0.51	11.7	B	TR	0.54	13.7	B	each phase has a 3 s amber and 2 s all red.
Overall Intersection	-	0.54	14.3	B	-	0.80	70.9	E		-	0.63	19.0	B	
19 MERMAID AVENUE AND WEST 19TH STREET														
West 19th Street	SB	LTR	0.51	20.4	C	LTR	0.67	24.7	C					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.54	11.5	B	TR	0.61	13.1	B					
	WB	LT	0.57	12.0	B	LT	0.76	18.3	B					
Overall Intersection	-	0.55	13.5	B	-	0.72	17.8	B						
20 MERMAID AVENUE AND WEST 17TH STREET														
West 17th Street	NB	LTR	0.89	32.2	C	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- Partially Mitigated.
	SB	LTR	0.76	16.9	B	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- Restripe EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane.
Mermaid Avenue	EB	LTR	1.04	72.6	E	LTR	1.20+	120.0+	F*	L	0.70	30.0	C	- Restripe WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane.
										TR	0.55	18.9	B	- Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
	WB	LTR	0.66	19.0	B	LTR	0.67	19.0	B	LT	0.50	17.7	B	- Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach.
										R	0.27	14.5	B	- Install signage along EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection.
Overall Intersection	-	0.96	32.2	C	-	1.20+	120.0+	F*		-	1.20+	120.0+	F*	- Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
21 MERMAID AVENUE AND WEST 15TH STREET														
West 15th Street	NB	LTR	0.51	19.3	B	LTR	0.78	28.7	C	LTR	0.65	19.8	B	- Mitigation not required for weekday AM, midday and PM, and Saturday midday peak periods.
Mermaid Avenue	EB	LT	0.43	9.6	A	LT	0.44	9.7	A	LT	0.55	15.4	B	- Modify signal timing from 32.4 s green for EB/WB phase and 20.4 s green for NB phase (2.4 s amber, 1.2 s all red) to 26 s green for EB/WB phase and 24 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
	WB	TR	0.30	8.4	A	TR	0.33	8.7	A	TR	0.41	13.4	B	- [Measures reflect improvements needed for the Saturday PM peak period; otherwise mitigation is not needed.]
Overall Intersection	-	0.46	12.1	B	-	0.57	16.7	B		-	0.60	16.5	B	
22 MERMAID AVENUE AND STILLWELL AVENUE														
Stillwell Avenue	NB	LT	0.67	21.7	C	LT	0.90	40.8	D	LT	0.84	32.5	C	- Mitigation not required for weekday AM and PM, and Saturday midday peak periods.
	SB	LTR	0.39	12.9	B	LTR	0.44	13.4	B	LTR	0.42	12.4	B	- Restripe EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar.
Mermaid Avenue	EB	LTR	0.81	30.1	C	LTR	0.91	42.2	D	LT	0.65	23.2	C	- Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 23 s green for the EB/WB phase and 27 s for NB/SB phase; each phase has a 3 s amber and 2 s all red.
										R	0.37	16.7	B	
	WB	LTR	0.09	10.7	B	LTR	0.09	10.7	B	LTR	0.10	12.6	B	- [Measures reflect improvements needed for the weekday midday and Saturday PM peak periods; otherwise mitigation is not needed.]
Overall Intersection	-	0.74	21.0	C	-	0.90	30.2	C		-	0.75	21.0	C	

**TABLE I-4
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MD**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
23 NEPTUNE AVENUE AND CROPSY AVENUE/WEST 17TH STREET														
Cropsy Avenue/West 17th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*				- Unmitigatable Impact.	
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
Neptune Avenue		T	1.10	94.4	F	T	1.20+	120.0+	F*					
		R	0.98	41.4	D	R	1.01	48.3	D					
	EB	L	1.17	120.0+	F*	L	1.20+	120.0+	F*					
		TR	0.28	11.0	B	TR	0.36	11.7	B					
	WB	L	0.39	27.5	C	L	0.77	46.2	D					
		TR	1.14	107.2	F	TR	1.20+	120.0+	F*					
Overall Intersection	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*						
24 NEPTUNE AVENUE AND STILLWELL AVENUE														
Stillwell Avenue	NB	LTR	0.54	20.9	C	LTR	0.55	20.8	C	LTR	0.61	24.5	C	- Partially Mitigated. - Shift centerline along the EB approach 6-ft. north. Restripe EB approach from two 11-ft. lanes, one 5-ft. buffer and one 5-ft. bike lane with 10-ft. parking to one 10 ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer, and one 5-ft. bike lane with 8-ft. parking. Restripe WB receiving side from one 11-ft. lane and one 13-ft. lane with 16-ft. 90 degree parking to one 12-ft. lane and one 14-ft. lane with 8-ft. parallel parking. - Shift centerline along the WB approach 4-ft. south. Eliminate WB approach buffer for 75-ft. Restripe WB approach from one 11-ft. lane, one 12-ft. lane, one 5-ft. buffer, and one 5-ft. bike lane with 8-ft. parking to one 10-ft. left-turn lane tapered for 100-ft., two 11-ft. lanes and one 5-ft. bike lane with 8-ft. parking. Restripe EB receiving side from one 12-ft. lane and one 29-ft. lane with parking to one 12-ft. lane and one 25-ft. lane with parking. - Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 red) to 7 s green for new EB/WB left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	SB	LTR	0.65	23.6	C	DefL	0.67	29.8	C	DefL	0.77	40.2	D	
						TR	0.70	27.4	C	TR	0.77	34.2	C	
Neptune Avenue	EB	LTR	1.02	61.8	E	LTR	1.20+	120.0+	F*	L	0.62	31.2	C	
										TR	0.92	42.1	D	
	WB	LTR	0.98	50.0	D	LTR	1.20+	120.0+	F*	L	0.74	39.1	D	
										TR	1.03	64.6	E	
Overall Intersection	-	0.83	43.8	D	-	1.17	120.0+	F*	-	0.91	45.5	D		
25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD														
West 8th Street/Shell Road	NB	L	0.70	44.9	D	L	1.20+	120.0+	F*	L	0.83	52.4	D	
		TR	0.21	21.6	C	TR	0.32	22.8	C	TR	0.31	22.5	C	
	SB	L	0.39	26.1	C	L	0.43	27.6	C	L	0.40	26.2	C	
		TR	0.62	27.9	C	TR	0.84	36.1	D	T	0.47	25.6	C	
										R	0.79	28.0	C	
Neptune Avenue	EB	LTR	0.79	21.1	C	LTR	1.20+	120.0+	F*	L	0.91	41.1	D	
										TR	0.56	14.5	B	
	WB	LTR	0.51	13.3	B	LTR	0.75	16.4	B	LTR	0.97	32.7	C	
Overall Intersection	-	0.76	22.2	C	-	1.20+	79.9	E	-	0.87	27.5	C		
26 OCEAN PARKWAY AND NEPTUNE AVENUE														
Ocean Parkway (Main Road)	NB	L	0.40	55.1	E	L	0.40	55.1	E				- Unmitigatable Impact.	
		TR	1.02	73.0	E	TR	1.20	120.0+	F*					
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		TR	0.79	41.8	D	TR	0.92	50.1	D					
Ocean Parkway (Service Road)	NB	TR	0.43	36.1	D	TR	0.48	37.7	D					
	SB	TR	0.59	42.0	D	TR	1.10	120.0+	F*					
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	0.62	31.8	C	T	0.69	34.6	C					
		R	0.19	23.4	C	R	0.19	23.4	C					
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Overall Intersection	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*						

**TABLE I-4
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON SATURDAY MD**

INTERSECTION & APPROACH	Mvt.	No Build				Build				Mitigation				Mitigation Measures
		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
27 CROPSY AVENUE AND BAY 50TH STREET														
Cropsey Avenue (Main Road)	NB	DefL	0.93	41.4	D	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	- Partially Mitigated. - Provide a 8-ft. curb extension on the west curb of the SB receiving side to protect vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 26 s green for the WB phase, 36 s for the NB/SB phase and 13 s for the NB lag phase; each phase has 3 s amber and 2 s all red.
		T	0.85	22.8	C	T	0.91	27.8	C	T	0.89	25.6	C	
	SB	TR	0.77	27.5	C	TR	0.81	28.9	C	TR	0.79	27.5	C	
Cropsey Avenue (Service Road)	NB	T	0.36	10.7	B	T	0.36	10.7	B	T	0.36	10.2	B	
	Bay 50th Street	WB	LTR	0.91	49.6	D	LTR	0.91	49.6	D	LTR	0.91	50.0	
Shore Parkway Ramp (Unsignalized)	EB	R	-	73.7	F	R	-	120.0+	F*	R	-	38.9	E	
Overall Intersection	-	1.20+	37.0	D	-	1.20+	88.2	F	-	1.20+	72.2	E		
28 CROPSY AVENUE AND BAY 52ND STREET														
Cropsey Avenue	NB	TR	0.95	29.4	C	TR	1.20+	120.0+	F*	T	0.87	24.7	C	- Partially Mitigated. - Restripe NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft lane. - Install signage informing motorists "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 40 s green for the EB phase, 25 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.93	32.9	C	
	SB	T	0.84	26.9	C	T	0.93	33.8	C	T	0.92	32.5	C	
Bay 52nd Street	EB	L	0.50	20.5	C	L	0.50	20.5	C	L	0.49	20.1	C	
		TR	1.05	73.9	E	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	R	0.96	51.3	D	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*		
Overall Intersection	-	1.00	37.6	D	-	1.20+	120.0+	F*	-	1.17	83.3	F		
29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH														
Ocean Parkway (Main Road)	NB	T	0.44	19.8	B	T	0.52	21.0	C	T	0.52	21.0	C	- Mitigation not required for weekday midday, and Saturday midday and PM peak periods. - Restripe NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150 ft from the stop bar. - [Measures reflect improvements needed for the weekday AM peak period; otherwise mitigation is not needed.]
		SB	L	1.20	120.0+	F*	L	1.20	120.0+	F*	L	1.20	120.0+	
		T	0.33	8.8	A	T	0.38	9.3	A	T	0.38	9.3	A	
Ocean Parkway (Service Road)	NB	TR	0.36	19.7	B	TR	0.46	21.7	C	T	0.07	15.7	B	
		-	-	-	-	-	-	-	-	R	0.44	21.6	C	
	SB	T	0.13	7.6	A	T	0.22	8.3	A	T	0.22	8.3	A	
	EB	L	0.81	54.1	D	L	0.81	54.1	D	L	0.81	54.1	D	
		LTR	0.90	59.3	E	LTR	0.90	59.3	E	LTR	0.90	59.3	E	
Overall Intersection	-	0.68	43.3	D	-	0.73	40.5	D	-	0.72	40.4	D		
30 OCEAN PARKWAY AND SHORE PARKWAY NORTH														
Ocean Parkway (Main Road)	NB	L	1.01	98.6	F	L	1.01	98.6	F	L	1.01	98.6	F	- Partially Mitigated. - Modify existing signal timing from 29 s green for the WB phase (3 s amber, 3 s all red), 60 s green for the NB/SB phase and 15 s green for the NB-L/SB-L exclusive phase (3 s amber, 2 s all red) to 31 s green for the WB phase, 58 s green for the NB/SB phase and 15 s green for the NB-L/SB-L exclusive phase; WB phase has 3 s amber and 3 s all red, all other phases has 3 s amber and 2 s all red.
		T	0.33	8.9	A	T	0.39	9.4	A	T	0.40	10.3	B	
	SB	T	0.45	19.9	B	T	0.50	20.7	C	T	0.52	22.2	C	
Ocean Parkway (Service Road)	NB	T	0.07	7.1	A	T	0.07	7.1	A	T	0.07	7.8	A	
		SB	TR	0.14	16.4	B	TR	0.24	17.6	B	TR	0.25	18.8	
Shore Parkway North	WB	L	0.70	50.5	D	L	0.78	55.7	E	L	0.73	50.5	D	
		LT	0.66	48.7	D	LT	0.84	60.2	E	LT	0.78	53.4	D	
	R	1.08	117.0	F	R	1.08	117.0	F	R	1.00	89.1	F		
Overall Intersection	-	0.70	39.0	D	-	0.75	38.7	D	-	0.75	36.7	D		

(1) Control delay is measured in seconds per vehicle.

(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

**TABLE I-5
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
1 SURF AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LR	0.38	28.4	C	LR	0.38	28.4	C	LR	0.38	36.7	D	- Mitigation not required for all time periods.
Surf Avenue	EB	T	0.22	9.0	A	T	0.24	9.1	A	T	0.22	10.1	B	- Modify existing cycle length from 90 s to 120 s. Signal timing shifts from 53.1 s green for EB/WB phase and 26.1 s green for SB phase (3.6 s amber, 1.8 s all red) to 75 s green for EB/WB phase, and 25 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	T	0.25	9.2	A	T	0.28	9.4	A	T	0.26	10.4	B	- [Measures needed to coordinate with signal phasing/timing and cycle length changes along the Surf Avenue corridor.]
Overall Intersection	-	0.29	11.9	B	-	0.31	11.8	B	-	0.30	13.8	B		
2 SURF AVENUE AND WEST 29TH STREET														
West 29th Street	NB	LR	0.31	28.0	C	LR	0.31	28.0	C	LR	0.31	36.2	D	- Mitigation not required for all time periods.
	SB	LTR	0.33	27.4	C	LTR	0.33	27.4	C	LTR	0.32	35.6	D	- Modify existing cycle length from 90 s to 120 s. Signal timing shifts from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 75 s green for EB/WB phase, and 25 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
Surf Avenue	EB	TR	0.26	9.3	A	TR	0.28	9.5	A	TR	0.27	10.5	B	- [Measures needed to coordinate with signal phasing/timing and cycle length changes along the Surf Avenue corridor.]
	WB	LT	0.32	10.0	A	LT	0.35	10.2	B	LT	0.34	11.3	B	
Overall Intersection	-	0.32	12.9	B	-	0.34	12.9	B	-	0.33	15.2	B		
3 SURF AVENUE AND WEST 28TH STREET														
West 28th Street	NB	LR	0.05	23.3	C	LR	0.05	23.3	C	LR	0.05	30.8	C	- Mitigation not required for all time periods.
	SB	LTR	0.27	26.4	C	LTR	0.27	26.4	C	LTR	0.26	34.4	C	- Modify existing cycle length from 90 s to 120 s. Signal timing shifts from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 75 s green for EB/WB phase, and 25 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
Surf Avenue	EB	TR	0.30	9.6	A	TR	0.32	9.8	A	TR	0.30	10.8	B	- [Measures needed to coordinate with signal phasing/timing and cycle length changes along the Surf Avenue corridor.]
	WB	LT	0.25	9.2	A	LT	0.27	9.4	A	LT	0.26	10.4	B	
Overall Intersection	-	0.29	11.2	B	-	0.30	11.3	B	-	0.29	13.0	B		
4 SURF AVENUE AND WEST 25TH STREET														
West 25th Street	NB	LR	0.06	23.4	C	LR	0.06	23.4	C	LR	0.06	30.9	C	- Mitigation not required for all time periods.
	SB	LTR	0.17	24.9	C	LTR	0.17	24.9	C	LTR	0.17	32.8	C	- Modify existing cycle length from 90 s to 120 s. Signal timing shifts from 53.1 s green for EB/WB phase and 26.1 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 75 s green for EB/WB phase, and 25 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
Surf Avenue	EB	TR	0.30	9.6	A	TR	0.32	9.8	A	TR	0.30	10.8	B	- [Measures needed to coordinate with signal phasing/timing and cycle length changes along the Surf Avenue corridor.]
	WB	LT	0.30	9.6	A	LT	0.32	9.9	A	LT	0.30	10.9	B	
Overall Intersection	-	0.26	10.7	B	-	0.27	10.8	B	-	0.26	12.3	B		
5 SURF AVENUE AND WEST 24TH STREET														
West 24th Street	NB	LTR	0.31	24.0	C	LTR	0.31	24.0	C	LTR	0.37	36.9	D	- Mitigation not required for all time periods.
Surf Avenue	EB	LTR	0.49	14.2	B	LTR	0.51	14.7	B	LTR	0.45	12.7	B	- Modify existing cycle length from 90 s to 120 s. Signal timing shifts from 48.6 s green for EB/WB phase and 30.6 s green for NB phase (3.6 s amber, 1.8 s all red) to 75 s green for EB/WB phase, and 25 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
	WB	LTR	0.45	13.6	B	LTR	0.48	14.0	B	LTR	0.41	12.1	B	- [Measures needed to coordinate with signal phasing/timing and cycle length changes along the Surf Avenue corridor.]
Overall Intersection	-	0.42	14.9	B	-	0.44	15.2	B	-	0.42	14.6	B		
6 SURF AVENUE AND WEST 23RD STREET														
West 23rd Street	SB	LTR	0.51	27.6	C	LTR	0.51	27.6	C	LTR	0.63	44.6	D	- Mitigation not required for all time periods.
Surf Avenue	EB	TR	0.38	12.5	B	TR	0.41	12.7	B	TR	0.35	11.4	B	- Modify existing cycle length from 90 s to 120 s. Signal timing shifts from 49 s green for EB/WB phase and 31 s green for SB phase (3 s amber, 2 s all red) to 75 s green for EB/WB phase, and 25 s green time for SB phase; each phase has a 3 s amber and 2 s all red.
	WB	LT	0.50	14.1	B	LT	0.53	14.6	B	LT	0.46	12.9	B	- [Measures needed to coordinate with signal phasing/timing and cycle length changes along the Surf Avenue corridor.]
Overall Intersection	-	0.50	15.5	B	-	0.52	15.7	B	-	0.52	16.8	B		

**TABLE I-5
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
12 SURF AVENUE AND WEST 15TH STREET															
West 15th Street	NB	LTR	0.68	42.0	D	LT	0.89	70.8	E	LT	0.62	44.9	D	<ul style="list-style-type: none"> - Shift the centerline along the EB approach 5-ft. to the north. Restripe EB approach from one 10-ft. lane, one 15-ft. lane and one 5-ft. bike lane with 8-ft. parking to one 10-ft. left turn lane, one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane. Restripe WB receiving side from one 10-ft. lane, one 14-ft. lane and one 5-ft. bike lane with 8-ft parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Provide a 11-ft. wide hatched median along the receiving side of the WB approach. - Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. Restripe EB receiving side from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane. Provide a 11-ft. wide hatched median along the receiving side of the EB approach. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for three moving lanes at the approach. - Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for three moving lanes at the approach. - Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 59.4 s green for EB/WB phase and 19.8 s green for NB phase (3.6 s amber, 1.8 s all red) to 21 s green for new EB lead phase, 48 s green for EB/WB phase, and 36 s green time for NB phase; each phase has a 3 s amber and 2 s all red. 	
	-	-	-	-	-	R	0.61	47.8	D	R	0.41	38.9	D		
Surf Avenue	EB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	L	1.20+	120.0+	F*		
		TR	0.87	13.1	B	T	0.95	16.1	B	T	0.42	12.0	B		
	WB	LTR	0.72	12.8	B	TR	0.72	12.0	B	TR	0.84	37.2	D		
Overall Intersection	-	-	1.20	39.6	D	-	1.20+	115.1	F	-	1.20+	47.2	D		
13 SURF AVENUE AND STILLWELL AVENUE															
Stillwell Avenue	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.98	82.2	F		<ul style="list-style-type: none"> - Restripe EB approach from one 10-ft. left-turn lane, one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. left-turn lane, one 10-ft. lane, one 12-ft. lane with "share the road" bike provisions, and one 10-ft. right-turn lane. Restripe WB receiving side from one 10-ft. lane, one 21-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane and one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Restripe WB approach from one 11-ft. left-turn lane, one 10-ft. lane and one 21-ft. lane with "share the road" bike provisions and parking to one 11-ft. left-turn lane, one 10-ft. lane, one 11-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the weekday PM, and Saturday midday and PM peak periods and allow parking for all other time periods. - Provide an 8-ft. curb extension on the corner of the south curb of the EB receiving side. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (220 ft.) to allow for four moving lanes at the approach. - Install "No Standing 11 AM - 2 PM Saturday, 4 PM - 7 PM Except Sunday" regulations along the north side of the WB approach 250 ft. from the stop bar to allow for four moving lanes at the approach. - Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 59.4 s green for EB/WB phase and 19.8 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 9 s green for new EB lead phase, 58 s green for EB/WB phase, and 38 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	SB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	0.99	97.9	F		
		TR	1.06	105.6	F	TR	1.20+	120.0+	F*	TR	1.06	103.7	F		
Surf Avenue	EB	L	0.67	18.6	B	L	1.09	96.2	F	L	0.86	38.4	D		
		TR	0.48	8.2	A	TR	0.57	9.2	A	T	0.53	14.8	B		
	-	-	-	-	-	-	-	-	-	R	0.15	10.9	B		
	WB	L	0.23	7.7	A	L	0.28	8.9	A	L	0.32	22.1	C		
		TR	0.52	8.9	A	TR	0.67	11.0	B	TR	0.63	24.5	C		
Overall Intersection	-	-	0.85	56.0	E	-	1.20+	96.4	F	-	0.88	38.6	D		
14 SURF AVENUE AND WEST 12TH STREET															
West 12th Street	NB	LTR	0.04	26.4	C	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> - Restripe WB approach from one 10-ft. lane and one 22-ft. lane with "share the road" bike provisions and parking to one 10-ft. lane and one 12-ft. lane with "share the road" bike provisions, and one 10-ft. lane which would serve as a travel lane only for the Saturday PM peak period and allow for parking for all other time periods. - Install "No Standing 4 PM - 7 PM Saturday" regulations along the south side of the EB approach 250 ft from the stop bar to reduce friction from parking at the approach. - Install "No Standing 4 PM - 7 PM Saturday" regulations along the north side of the WB approach 200 ft from the stop bar to allow for three moving lanes at the approach. - Modify existing cycle length from 90 s to 120 s. Signal timing shifts from 57.6 s green for EB/WB phase and 21.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 76 s green for EB/WB phase, and 34 s green time for NB phase, each phase has a 3 s amber and 2 s all red. 	
	SB	LTR	0.72	32.9	C	LTR	0.67	32.0	C	LTR	0.56	37.2	D		
Surf Avenue	EB	LTR	0.85	17.5	B	LTR	1.08	62.4	D	LTR	1.00	42.0	D		
	WB	LTR	0.63	11.4	B	LTR	0.82	16.7	B	LT	0.61	14.5	B		
	-	-	-	-	-	-	-	-	-	R	0.59	19.3	B		
Overall Intersection	-	-	0.82	16.2	B	-	0.97	40.0	D	-	0.86	29.8	C		
15 SURF AVENUE AND WEST 8TH STREET															
West 8th Street	NB	LTR	0.49	26.7	C	LTR	1.20+	120.0+	F*	LTR	0.80	44.1	D	<ul style="list-style-type: none"> - Partially Mitigated. - Shift the centerline along the NB approach 6-ft. to the west. Restripe NB approach from one 14-ft. lane to two 11-ft. lanes. Restripe SB receiving side from one 13-ft. lane and one 16-ft. lane to one 11-ft. lane and one 10-ft. lane. - Modify existing cycle length from 90 s to 120 s. Signal phasing and timing shifts from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 12 s green for new EB/WB left-turn lead phase, 50 s green for EB/WB phase, and 43 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red. 	
	SB	L	0.35	25.5	C	L	0.53	33.4	C	L	0.48	37.3	D		
		TR	0.38	23.9	C	TR	0.70	30.3	C	TR	0.49	32.1	C		
Surf Avenue	EB	L	0.66	25.5	C	L	1.08	100.3	F	L	0.79	35.4	D		
		TR	0.59	15.3	B	TR	0.73	18.2	B	TR	0.89	40.1	D		
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*		
		TR	0.53	14.7	B	TR	0.62	16.1	B	TR	0.79	35.7	D		
Overall Intersection	-	-	1.04	39.5	D	-	1.20+	120.0+	F*	-	1.20+	64.7	E		

**TABLE I-5
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
16 MERMAID AVENUE AND WEST 30TH STREET														
West 30th Street	SB	LTR	0.40	18.2	B	LTR	0.40	18.2	B					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.41	10.1	B	TR	0.44	10.4	B					
	WB	LT	0.22	8.2	A	LT	0.26	8.5	A					
Overall Intersection	-		0.41	11.8	B	-	0.43	11.8	B					
17 MERMAID AVENUE AND WEST 29TH STREET														
Mermaid Avenue	EB	LTR	0.49	11.3	B	LTR	0.52	11.8	B					- Mitigation not required for all time periods.
	WB	LTR	0.43	10.7	B	LTR	0.46	11.2	B					
Overall Intersection	-		0.49	11.0	B	-	0.53	11.5	B					
18 MERMAID AVENUE AND WEST 20TH STREET														
West 20th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	- Restripe NB approach from one 29-ft. lane with parking on both sides to one 19-ft. lane with parking on the west curb and one 10-ft. right-turn lane. - Install "No Standing Anytime" regulation along the east side of the NB approach 200 ft. from the stop bar to allow for two moving lanes at the approach. - Modify signal timing from 31 s green for the EB/WB phase and 19 s green for the NB phase (3 s amber and 2 s all red) to 29 s green for the EB/WB phase and 21 s for NB phase; each phase has a 3 s amber and 2 s all red.
			-	-	-					R	1.03	94.0	F	
Mermaid Avenue	EB	LT	0.34	10.0	A	LT	0.36	10.1	B	LT	0.38	11.6	B	
	WB	TR	0.63	14.0	B	TR	0.64	14.1	B	TR	0.69	16.9	B	
Overall Intersection	-		0.90	85.6	F	-	1.20+	120.0+	F*	-	0.96	97.3	F	
19 MERMAID AVENUE AND WEST 19TH STREET														
West 19th Street	SB	LTR	0.80	30.3	C	LTR	0.88	37.4	D					- Mitigation not required for all time periods.
Mermaid Avenue	EB	TR	0.48	10.6	B	TR	0.54	11.5	B					
	WB	LT	0.68	10.6	B	LT	0.78	11.9	B					
Overall Intersection	-		0.73	15.7	B	-	0.82	18.7	B					
20 MERMAID AVENUE AND WEST 17TH STREET														
West 17th Street	NB	LTR	0.75	18.4	B	LTR	1.20+	120.0+	F*	LTR	1.20+	119.3	F	- Partially Mitigated. - Restripe EB approach from one 21-ft. lane with parking to one 10-ft. left-turn lane and one 11-ft. shared through-right lane. - Restripe WB approach from one 22-ft. lane with parking to one 10-ft. shared left-through lane and one 12-ft. right-turn lane. - Install "No Standing Anytime" regulations along the south side of the EB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install "No Standing Anytime" regulations along the north side of the WB approach for the entire block (230 ft.) to allow for two moving lanes at the approach. - Install signage along EB approach on Mermaid Avenue to inform motorists of the left-turn lane at the approaching intersection. - Modify signal timing from 25.8 s green for EB/WB phase and 25.8 s green for NB/SB phase (3 s amber, 1.2 s all red) to 22 s green for EB/WB phase and 28 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	SB	LTR	0.93	18.1	B	LTR	1.20+	120.0+	F*	LTR	1.20+	110.2	F	
Mermaid Avenue	EB	LTR	1.04	76.3	E	LTR	1.20+	120.0+	F*	L	0.64	28.6	C	
			-	-	-					TR	0.49	17.7	B	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LT	0.70	21.1	C	
			-	-	-					R	0.83	29.6	C	
Overall Intersection	-		1.09	58.3	E	-	1.20+	120.0+	F*	-	1.04	82.2	F	
21 MERMAID AVENUE AND WEST 15TH STREET														
West 15th Street	NB	LTR	1.19	113.2	F	LTR	1.20+	120.0+	F*	LTR	1.19	109.6	F	- Modify signal timing from 32.4 s green for EB/WB phase and 20.4 s green for NB phase (2.4 s amber, 1.2 s all red) to 26 s green for EB/WB phase and 24 s green time for NB phase; each phase has a 3 s amber and 2 s all red.
Mermaid Avenue	EB	LT	0.39	9.0	A	LT	0.39	9.0	A	LT	0.49	14.1	B	
	WB	TR	0.37	8.8	A	TR	0.39	8.9	A	TR	0.48	13.8	B	
Overall Intersection	-		0.70	55.1	E	-	0.80	116.2	F	-	0.83	60.9	E	
22 MERMAID AVENUE AND STILLWELL AVENUE														
Stillwell Avenue	NB	LT	1.14	103.7	F	LT	1.20+	120.0+	F*	LT	1.13	95.6	F	- Restripe EB approach from one 22-ft. lane with parking to one 12-ft. lane and one 10-ft. right-turn lane striped for 150 ft from the stop bar. - Modify signal timing from 25.8 s green for the EB/WB phase and 25.8 s green for the NB/SB phase (3 s amber and 1.2 s all red) to 21 s green for the EB/WB phase and 29 s for NB/SB phase; each phase has a 3 s amber and 2 s all red.
	SB	LTR	0.44	13.5	B	LTR	0.48	13.9	B	LTR	0.42	11.2	B	
Mermaid Avenue	EB	LTR	0.92	44.0	D	LTR	0.98	56.4	D	LT	0.68	26.1	C	
			-	-	-					R	0.57	25.0	C	
	WB	LTR	0.09	10.7	B	LTR	0.09	10.7	B	LTR	0.11	14.1	B	
Overall Intersection	-		1.03	52.1	D	-	1.18	89.4	F	-	0.94	43.8	D	

**TABLE I-5
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PM**

INTERSECTION & APPROACH	No Build				Build				Mitigation				Mitigation Measures	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
23 NEPTUNE AVENUE AND CROPSY AVENUE/WEST 17TH STREET														
Cropsy Avenue/West 17th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
		R	0.76	19.8	B	R	0.78	20.6	C					
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		TR	0.30	11.1	B	TR	0.36	11.7	B					
	WB	L	0.31	25.9	C	L	0.58	34.5	C					
		TR	1.05	71.5	E	TR	1.20+	120.0+	F*					
Overall Intersection	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*	-	
24 NEPTUNE AVENUE AND STILLWELL AVENUE														
Stillwell Avenue	NB	DefL	0.65	27.8	C	DefL	0.56	23.6	C	DefL	0.63	29.0	C	- Shift centerline along the EB approach 6-ft. north. Restripe EB approach from two 11-ft. lanes, one 5-ft. buffer and one 5-ft. bike lane with 10-ft. parking to one 10-ft. left-turn lane, two 11-ft. lanes, one 3-ft. buffer, and one 5-ft. bike lane with 8-ft. parking. Restripe WB receiving side from one 11-ft. lane and one 13-ft. lane with 16-ft. 90 degree
		TR	0.50	20.0	C	TR	0.59	21.9	C	TR	0.65	25.9	C	parking to one 12-ft. lane and one 14-ft. lane with 8-ft. parallel parking.
	SB	LTR	0.54	20.9	C	DefL	0.45	21.2	C	DefL	0.51	25.6	C	- Shift centerline along the WB approach 4-ft. south. Eliminate WB approach buffer for 75-ft. Restripe WB approach from one 11-ft. lane, one 12-ft. lane, one 5-ft. buffer, and one 5-ft.
		-	-	-	-	TR	0.71	28.2	C	TR	0.79	35.5	D	bike lane with 8-ft. parking to one 10-ft. left-turn lane tapered for 100-ft., two 11-ft. lanes and one 5-ft. bike lane with 8-ft. parking. Restripe EB receiving side from one 12-ft. lane
Neptune Avenue	EB	LTR	0.99	54.7	D	LTR	1.20+	120.0+	F*	L	0.64	32.2	C	and one 29-ft. lane with parking to one 12-ft. lane and one 25-ft. lane with parking.
		-	-	-	-	-	-	-	-	TR	0.82	33.6	C	- Modify existing signal phasing and timing from 39.6 s green for EB/WB phase and 39.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 7 s green for new EB/WB
	WB	LTR	0.89	35.1	D	LTR	1.20+	120.0+	F*	L	0.56	24.9	C	left-turn lead phase, 32 s green for EB/WB phase, and 36 s green time for NB/SB phase; each phase has a 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	TR	0.94	43.8	D	
Overall Intersection	-	0.82	35.6	D	-	1.08	120.0+	F*	-	0.87	35.0	C	-	
25 NEPTUNE AVENUE AND WEST 8TH STREET/SHELL ROAD														
West 8th Street/Shell Road	NB	L	0.86	64.7	E	L	1.20+	120.0+	F*	L	1.07	108.7	F	- Partially Mitigated.
		TR	0.21	21.6	C	TR	0.30	22.6	C	TR	0.28	20.7	C	- Restripe EB approach from one 9-ft. hatched median, one 11-ft. lane and one 27-ft. lane to one 10-ft. left-turn lane tapered backed to the centerline 150-ft. from the
	SB	L	0.26	23.5	C	L	0.28	24.0	C	L	0.24	21.5	C	intersection, one 11-ft. lane and one 26-ft. lane.
		TR	0.61	27.4	C	TR	0.76	31.7	C	T	0.59	26.8	C	- Restripe SB approach from one 8-ft. left-turn lane, one 12-ft. lane and one 21-ft. lane with parking to one 10-ft. left-turn lane, one 12-ft. lane and one 19-ft. right-turn lane with parking.
		-	-	-	-	-	-	-	-	R	0.52	15.9	B	- Modify signal timing and phasing from 48.6 s green for EB/WB phase and 30.6 s green for NB/SB phase (3.6 s amber, 1.8 s all red) to 11 s green for the new EB lead/SB
Neptune Avenue	EB	LTR	0.77	20.4	C	LTR	1.12	83.7	F	L	0.84	33.0	C	right-turn phase, 31 s green for the EB/WB phase, and 33 s green for the NB/SB phase; each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	TR	0.55	15.4	B	
	WB	LTR	0.46	13.0	B	LTR	0.65	15.4	B	LTR	0.93	35.5	D	
Overall Intersection	-	0.81	23.3	C	-	1.20+	66.9	E	-	1.00	30.3	C	-	
26 OCEAN PARKWAY AND NEPTUNE AVENUE														
Ocean Parkway (Main Road)	NB	L	0.31	52.1	D	L	0.31	52.1	D					- Unmitigatable Impact.
		TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	SB	L	1.18	120.0+	F*	L	1.18	120.0+	F*					
		TR	1.04	77.5	E	TR	1.14	111.4	F					
Ocean Parkway (Service Road)	NB	TR	0.59	41.3	D	TR	0.69	46.4	D					
	SB	TR	0.59	43.9	D	TR	0.99	95.8	F					
Neptune Avenue	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	0.45	27.7	C	T	0.53	29.4	C					
		R	0.29	25.1	C	R	0.29	25.1	C					
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Overall Intersection	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*	-	

**TABLE I-5
CONEY ISLAND REZONING FEIS
NO BUILD VS BUILD AND MITIGATION TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PM**

INTERSECTION & APPROACH	Mvt.	No Build			Build				Mitigation				Mitigation Measures	
		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
27 CROPSY AVENUE AND BAY 50TH STREET														
Cropsy Avenue (Main Road)	NB	DefL	1.11	91.9	F	DefL	1.20+	120.0+	F*	DefL	1.07	70.5	E	- Provide a 8-ft. curb extension on the west curb of the SB receiving side to protect vehicles exiting from the Belt Parkway off-ramp approach. - Modify existing signal timing from 26.1 s green for the WB phase, 35.1 s green for the NB/SB phase and 12.6 s green for the NB lag phase (3.6 s amber, 1.8 s all red) to 25 s green for the WB phase, 27 s for the NB/SB phase and 23 s for the NB lag phase; each phase has 3 s amber and 2 s all red.
		T	0.77	18.5	B	T	0.81	20.3	C	T	0.78	17.8	B	
	SB	TR	0.61	24.1	C	TR	0.64	24.6	C	TR	0.83	37.2	D	
Cropsy Avenue (Service Road)	NB	T	0.35	10.5	B	T	0.35	10.5	B	T	0.34	9.4	A	
		LTR	0.80	41.1	D	LTR	0.80	41.1	D	LTR	0.84	45.2	D	
Bay 50th Street	WB	LTR	0.80	41.1	D	LTR	0.80	41.1	D	LTR	0.84	45.2	D	
Shore Parkway Ramp (Unsignalized)	EB	R	-	94.2	F	R	-	120.0+	F*	R	-	36.3	E	
Overall Intersection	-	1.20+	52.0	D	-	1.20+	116.7	F	-	1.20+	42.7	D		
28 CROPSY AVENUE AND BAY 52ND STREET														
Cropsy Avenue	NB	TR	0.93	26.6	C	TR	1.16	100.0	F	T	0.85	23.4	C	- Partially Mitigated. - Restripe NB approach from one 11-ft. lane, one 12-ft. lane and one 26-ft. lane to three 11-ft. lanes and one 16-ft lane. - Install signage informing motorists "Right lane must turn right except buses." - Modify existing signal phasing and timing from 39.6 s green for the EB phase and 39.6 s green for the NB/SB phase (3.6 s amber, 1.8 s all red) to 40 s green for the EB phase, 25 s green for the new lead NB/SB phase (with pedestrian crossing along the west crosswalk) and 10 s green for the NB/SB phase (with pedestrian crossing along the east and west crosswalks); each phase has 3 s amber and 2 s all red.
		-	-	-	-	-	-	-	-	R	0.83	25.2	C	
	SB	T	0.73	23.8	C	T	0.79	25.8	C	T	0.79	25.2	C	
Bay 52nd Street	EB	L	0.58	22.1	C	L	0.58	22.1	C	L	0.57	21.7	C	
		TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
		R	1.04	71.2	E	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Overall Intersection	-	1.08	52.3	D	-	1.20+	116.2	F	-	1.15	84.0	F		
29 OCEAN PARKWAY AND SHORE PARKWAY SOUTH														
Ocean Parkway (Main Road)	NB	T	0.55	21.5	C	T	0.62	22.8	C	T	0.62	22.8	C	- Mitigation not required for weekday midday, and Saturday midday and PM peak periods. - Restripe NB approach on the service road from one 25-ft. lane to one 12-ft. lane and one 13-ft. right-turn lane for 150 ft from the stop bar. - [Measures reflect improvements needed for the weekday AM peak period; otherwise mitigation is not needed.]
		SB	L	1.03	103.2	F	L	1.03	103.2	F	L	1.03	103.2	
		T	0.38	9.3	A	T	0.42	9.7	A	T	0.42	9.7	A	
Ocean Parkway (Service Road)	NB	TR	0.61	25.3	C	TR	0.72	29.5	C	T	0.15	16.6	B	
		-	-	-	-	-	-	-	-	R	0.64	27.0	C	
	SB	T	0.14	7.7	A	T	0.22	8.2	A	T	0.22	8.2	A	
	EB	L	0.91	60.7	E	L	0.91	60.7	E	L	0.91	60.7	E	
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Overall Intersection	-	0.89	60.2	E	-	0.95	57.5	E	-	0.90	57.0	E		
30 OCEAN PARKWAY AND SHORE PARKWAY NORTH														
Ocean Parkway (Main Road)	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.
		T	0.42	9.6	A	T	0.47	10.2	B					
	SB	T	0.48	20.3	C	T	0.51	20.9	C					
Ocean Parkway (Service Road)	NB	T	0.09	7.2	A	T	0.09	7.2	A					
		SB	TR	0.18	17.0	B	TR	0.27	18.2	B				
Shore Parkway North	WB	L	0.77	51.6	D	L	0.82	54.9	D					
		LT	0.80	53.4	D	LT	0.91	64.5	E					
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*					
Overall Intersection	-	1.00	91.5	F	-	1.04	87.1	F	-	1.04	87.1	F		

(1) Control delay is measured in seconds per vehicle.

(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.